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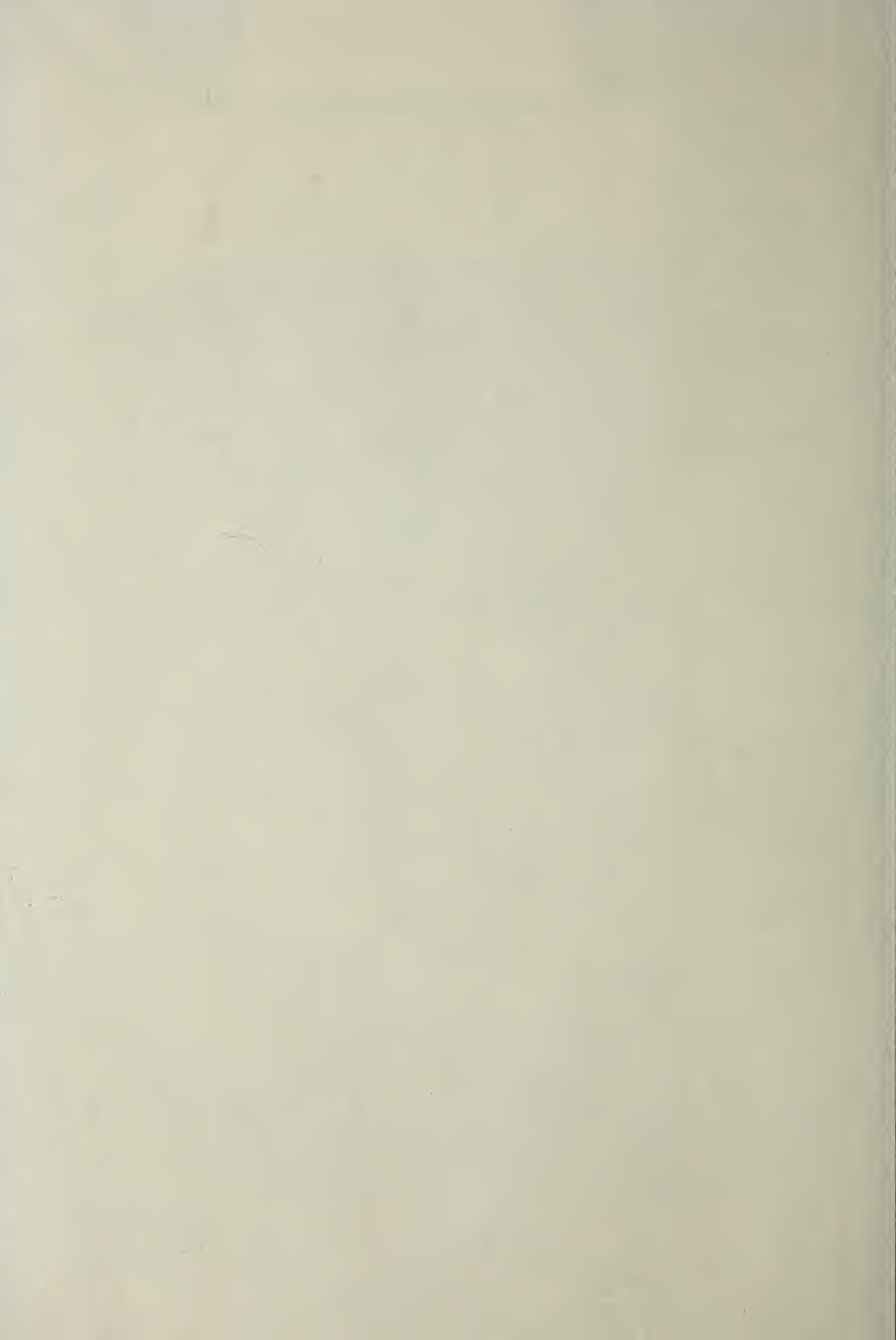
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1914

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# HISTORIC ELIZABETH 1664-1914

*Compiled by*

FRANK BERGEN KELLEY

*Edited by*

WARREN R. DIX

*Published by*

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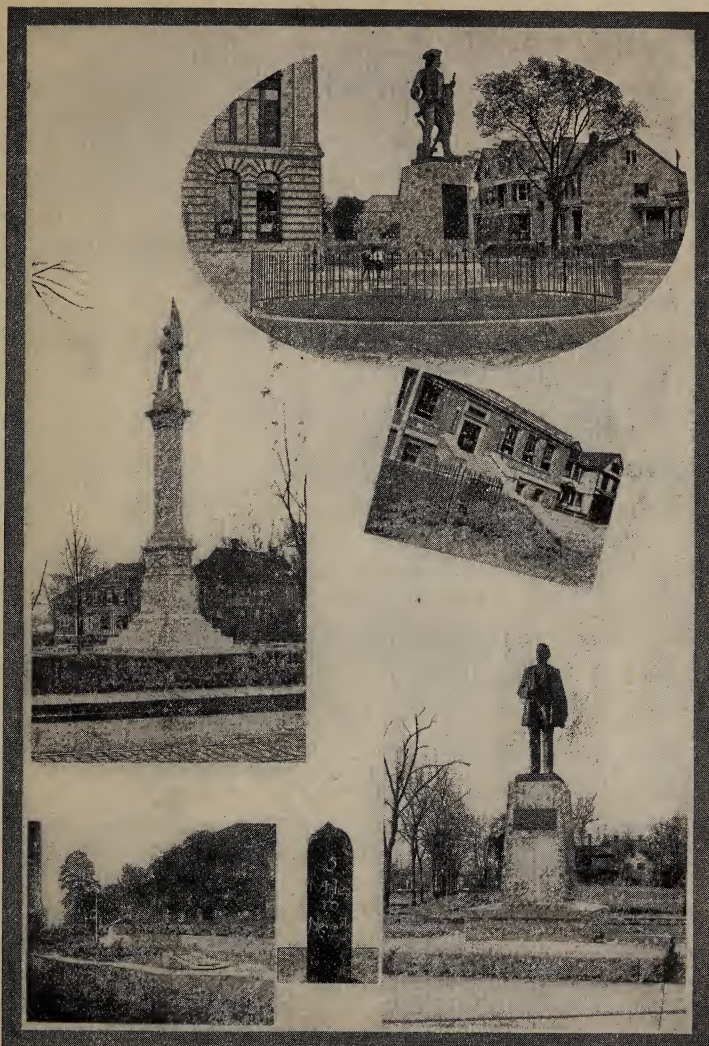
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Soldiers' and Sailors'  
Monument.  
Old Gun at Court House.

Milestone.

Minute Man.  
Boundary Stone.  
Mack Monument.

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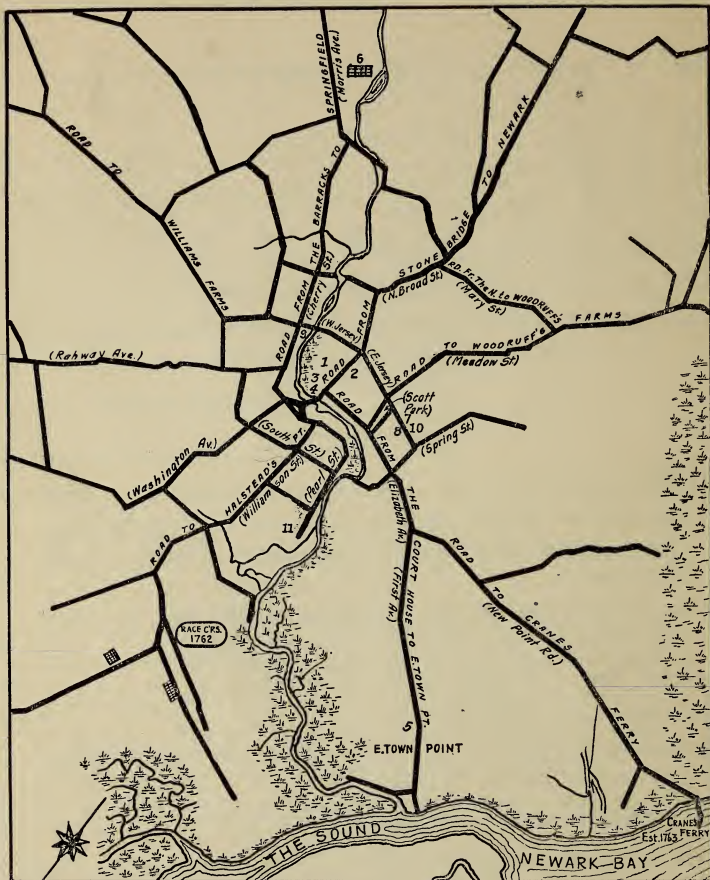
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## EXPLANATORY.

**Bold faced type** in the Itineraries denotes existing landmarks, monuments or tablets.

*Italics* are used for *directions*, names of *sites*, etc.

Small type is used for sites unmarked by any memorial.



- 1 - FIRST CHURCH
- 2 - ST. JOHN'S CHURCH
- 3 - COURT HOUSE
- 4 - ODDEN'S MILL
- 5 - BOUNDARY STONE

DIAGRAM OF  
**ELIZABETH TOWN, N. J.**  
 AT THE TIME OF THE REVOLUTIONARY WAR  
 (1775-83)

Prepared for 'Historic Elizabeth' by Philip Birman  
 From map by E.L. Meyer

- 6 - LIBERTY HALL
- 7 - BOUDINOT HOUSE
- 8 - BELCHER MANSION
- 9 - BARRACKS
- 10 - N. BONNELL HOUSE
- 11 - HETFIELD HOUSE

## ELIZABETH.

Not in a night it rose—no careless labor  
Has given us this city of our love;  
Our fathers took the wilderness for neighbor,  
And laid with skill and care  
Its first foundations there.

Not in a night it rose to strength and power;  
Men held their own against a land aflame.  
They built our stronghold in a lurid hour;  
On the red forge of war  
They wrought the steel therefor.

Not in a day it rose—with faith that failed not,  
Our fathers planned a city for their sons.  
Who is it that may say their faith availed not,  
Seeing today how great  
Our pride in our estate?

—*Theodosia Garrison.*

## FOREWORD.

HISTORIC ELIZABETH was originally conceived with no thought of the celebration of the Two Hundred and Fiftieth Anniversary of the City; but its publication comes at an opportune time.

The general plan follows that of a similar work on New York City by the compiler. It aims to give in compact and popular form:

*First*—A brief and correct account of the History of the City. The chief works of real historical value on the subject are out of print and can be gotten only in private collections and from the Public Library.

*Second*—A complete list of important existing landmarks, other historic sites and the tablets and monuments erected by patriotic citizens. All of these are briefly described and arranged in a series of "Routes," each of which may be traversed on foot in one or two hours, excepting Route VI, which includes a portion of the suburbs.

*Third*—A short and simple outline of the City Charter, which is so unfamiliar to the average citizen.

*Fourth*—A concise statement of Elizabeth's Transportation Facilities, preceded by a historical sketch of their development.

*Fifth*—A brief Bibliography of the chief works on local history to be found in our own Public Library.

The *Illustrations* include the City Seal, shown for the first time in print in its proper colors, and accompanied by a careful explanation of its details; a compilation of the chief historical features of Meyer's valuable map of Elizabethtown, 1775-1783, reduced to scale; six original maps, draughted to illustrate and indexed to correspond with the figures in the Itineraries, and seven plates which include twenty-seven pictures of landmarks and monuments.

It was proposed to add other matter: one or two additional "Routes," including Salem, Union and New Providence; a list of the Mayors of the former Borough and of the City; lists of patriotic societies, etc., but space did not permit. Some of these features may appear in a future edition.

Although the editors have gone over the material carefully, each reading the work of the others, it is quite possible that errors and important omissions may be noted. Corrections and suggestions will be gratefully received, particularly if accompanied by proofs of their accuracy. All the members of the *Historic Elizabeth Committee* have cheerfully contributed their services, and the publisher desires simply to be reimbursed for the actual outlay involved in printing, securing maps, photographs, etc. The book is sold at a nominal price and any profits will be given to some local charity.

It is the sincere wish of the compiler that HISTORIC ELIZABETH may arouse popular interest in the preservation of our local landmarks and help to inspire the children to become more intelligent and loyal citizens.

FRANK BERGEN KELLEY.

## THE SEAL OF THE CITY OF ELIZABETH, N. J.

CHARLES A. GEORGE, A. M.

LIBRARIAN OF THE ELIZABETH PUBLIC LIBRARY.

In response to a request, William A. Whitehead, Secretary of the New Jersey Historical Society, suggested a seal for the City of Elizabeth in a description and rough design which were presented to Council, October 20, 1862. The present seal differs from the first sketch only in composition, the units being the same. The seal was adopted by Council, the description being as follows:

"On a circular shield a wooded landscape with four houses in the foreground, a bay in which a three-masted vessel is at anchor, and near the shore a rowboat. In the middle base point, the year and number 1665. From the middle chief point, a Spanish shield pendant charged with the arms of Carteret, the founder of Elizabeth, a ribbon surmounting the shield with the motto of Carteret,—the whole within the border, inscribed with the legend, Seal of the City of Elizabeth."

Beginning with the Carteret arms, which is described as "Gules, four fusils in fesse argent, and in a canton argent a sinister hand, erect, open and couped at the wrist, gules, surmounted by a scroll, argent, inscribed with the motto, "Loyal Devoir," gules, we have to consider four items: the shield, color, position and charges.

The **shield** is the foundation of heraldic coats of arms. **Gules** is a certain red color. **Fusil** is a design which we recognize as a diamond. **Fesse** is the middle of three equal sections across the shield. **Argent**, of course, is silver. **Canton** is a small square used to carry a small design. All designs or insignia are called **charges**. The **open red hand** on a canton is the badge of baronets.

The four **houses** in the picture represent the traditional four houses on the shore of the "Kull," presumably in 1664, which were the foundation of Elizabeth.

# HISTORY OF ELIZABETH

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## THE BEGINNINGS OF ELIZABETH.

WILLIAM J. MAGIE, LL. D.,  
EX-CHANCELLOR STATE OF NEW JERSEY, FORMER SUPERIN-  
TENDENT OF SCHOOLS.

1664-1670.

On the twenty-eighth day of October, 1664, John Bailey, Daniel Denton and Luke Watson purchased from the Indians a vast tract of land between the Raritan River and the first river setting into Newark Bay and extending westward, twice as long as it was broad. This tract included all the territory now in the City and much more.

The deed granted to them the whole tract for themselves and their associates. Written license to make such purchase from the Indians had been given by Col. Richard Nicolls, the Governor under the Duke of York, of all the territories in North America which King Charles the Second had granted him. The deed was returned to the Governor and recorded, and on December 1st, 1664, he executed and delivered to John Baker, John Ogden, John Bailey and Luke Watson (Baker and Ogden having purchased Denton's interest) a grant of confirmation for the same tract. Under these grants, the four grantees took possession by building at least four houses, before 1665, on the tract purchased, and their settlement was the beginning of Elizabeth.

Neither Nicolls nor the purchasers then knew that on June 24, 1664, the Duke of York had conveyed to John, Lord Berkeley, and Sir George Carteret, the tract of land which has since been called New Jersey. Philip Carteret, a relative of Sir George, was commissioned by Berkeley and Carteret, as Governor of New Jersey, and early in August, 1665, he arrived in New Jersey with a company of settlers and servants.

No question as to the right of Colonel Nicolls to authorize the Indian purchase was raised by Governor Carteret, who became an associate with the settlers and took part in the divisions of the lands under their agreement. The early settlers and Carteret worked in harmony in building up the new town, which they called Elizabethtown, probably in honor of Elizabeth, the wife of Sir George Carteret. They agreed that eighty persons should be admitted as Associates, and that number was soon reached. Houses for their accommodation were built and a church, on the site now occupied by the old First Presbyterian Church. The Governor made Elizabeth the capital of the Province. On May 30, 1668, the first legislature met here. A second session was held November 3, 1668.

## 1670-1673.

About 1670 the harmony before prevailing was destroyed. The Proprietors demanded of the settlers quit rents of a half penny an acre for the lands occupied by the settlers. The latter claimed that under the Indian title which they had purchased, they were not liable for rent. The contest arising was marked by riots and violence, but in 1673 the settlers generally applied for warrants for survey, under the Proprietors' concessions.

Although this seemed to quiet the people, many of the settlers did not perfect their titles, and resisted the payment of rent. The controversy continued for many years and was the subject of many actions at law. As late as 1745 the Proprietors filed a bill in the Court of Chancery to enjoin the Associates from asserting their claim, to which the Associates filed an answer. But the controversy was never judicially settled. A session of the Legislature held here in 1675 made Elizabethtown and Newark a County for the sessions of the Court.

## 1673-1702.

In 1682 the title of Berkeley and Carteret had vested in twenty-four Proprietors, and the Legislatures subsequently sitting here were held under their authority. In 1693 an Act was passed dividing the Counties into townships. The township of Elizabethtown included a larger territory than is now in the City.

About 1700 the right of the Proprietors to govern New Jersey was questioned in England, on the ground that the powers of government granted to the Duke of York could not be transferred by him to others. As a result of the dispute, the Proprietors, on April 15, 1702, surrendered to Queen Anne all the powers of government, which surrender was accepted by the Queen on April 17, 1702. New Jersey then became a Crown Colony and Lord Cornbury, a cousin of the queen, was sent out as Governor. The Proprietors, before they surrendered, had made Perth Amboy the capital of the Province.

## 1702-1763.

The town continued to prosper under the Township Government, but on February 8, 1739-40, King George II. granted a Charter for the Free Borough and Town of Elizabeth, with extensive municipal powers and the additional power of holding a Court of both civil and criminal jurisdiction. During the troublous times of the Revolution, the citizens failed to elect officers of the Borough. Fearing that this affected its continuity, a new Charter was granted by the Legislature in 1789, with similar powers, which continued to furnish the municipal government until the Charter of the City of Elizabeth was granted in 1855.

After the original Charter was granted, a Borough Hall and Court House was built on part of the site now occupied by the Union County Court House.

In 1746 a Charter was granted for the College of New Jersey, and the Rev. Jonathan Dickinson, D.D., pastor of the First Presbyterian Church, was made President. The first session of the College was held in Elizabethtown in May, 1747. The instructors were the President and Caleb Smith, tutor. On the death of Dickinson in October, 1747, the College was moved to Newark under the presidency of the Rev. Aaron Burr (father of that Aaron Burr who became Hamilton's antagonist) and afterward to Princeton, where it now exists as Princeton University.

Elizabethtown contributed many soldiers in the French and Indian War, who served through the campaigns in New York and Vermont, and in the final campaign which resulted in the loss of Canada to France. Col. Elias Dayton of this town, afterward a Brigadier General in the Revolution, was a Lieutenant in the New Jersey troops.

## REVOLUTIONARY PERIOD.

ELIAS D. SMITH,  
FORMER SUPERINTENDENT OF SCHOOLS.

1763-1776.

During the earlier years of the Eighteenth Century the fires of opposition to the rule of the mother country, with all its arrogant exactions, had been burning in all the provinces, but nowhere more stubbornly than in New Jersey. It needed but the passage of the Stamp Act, early in 1765, to bring matters to a head, and although that measure was repealed the following year, its effect lingered and aided much in the actual outbreak, when a few years later the colonies rose to arms, and entered on the long struggle for independence.

That patriotic organization, The Sons of Liberty, was strong in numbers and influence, and active in opposition. A large gallows was erected in the town, with a rope attached, upon which to hang, without judge or jury, the first person who either should distribute or take out stamped paper. Non-importation agreements were entered into, and all trade with England was brought to a standstill, the people of the town and vicinity supporting heartily the measures of the day. The quartering of British regular troops in the barracks that had been built for use in the French and Indian War added to the discontent which grew furiously from year to year, until the Boston Tea Party crystalized the sentiment of the land and brought all the provinces to make common cause against the oppressor.

## 1776-1783. MILITARY INVASIONS.

During the years of the Revolutionary War the proximity of the town to New York City was the occasion of much distress from raiding bands of the royalists encamped on Staten Island. Forays were of frequent occurrence and skirmishes with marauding parties were the order of the day, the plunder from the farms being taken for the use of the royal troops.

In the winter of 1779-1780, General Washington, with the American army, was encamped at Short Hills, accumulating supplies and in position for a movement either north, to protect West Point and the line of the Hudson River, or south, should the enemy move to cross the State to Philadelphia. Maj. Gen. Knyphausen, temporarily in command of the British forces in New York, determined on an effort to capture these supplies and munitions of war, and accordingly assembled a force of about 6,000 men on Staten Island, and crossing the Sound during the night, at the foot of Elizabeth Avenue in the early morning of Wednesday, June 7, 1780, took his line of march up the King's Highway, now First Avenue. This is the oldest road in the state and was used by the Dutch to keep up communication with their settlements on the Delaware, before the English occupation. (See pp. 13-15.)

The New Jersey Brigade, under Col. Elias Dayton, had been stationed in the town for its protection and at once rallied to check the invaders. Its outpost of twelve men at Union Square, where stands the statue of the Minute Man (see p. 1), was soon driven in, but not until Gen. Stirling who led the advance division of the enemy, had been disabled by a well-directed shot. After this temporary check the column resumed its march and passed through the town, our troops gradually falling back, but offering a stubborn resistance from every point of vantage. Reinforced by the minute men of the locality, who came eagerly to their aid, the Brigade skirmished with the enemy, disputing the way up the Galloping Hill Road until Connecticut Farms was reached. At this point the resistance became so determined that, after burning the little town, the British commander ordered a retreat, and returned to the entrenchments around the foot of the old Dutch Road.

Quiet reigned for a couple of weeks, but on Friday, June 23, 1780, a similar movement was attempted by a column of about 5,000 men under command of Sir Henry Clinton. Moving before day-break as before, and driving in the American pickets, it passed through the town and reached Connecticut Farms about sunrise. Pushing on to Springfield, it was here met by its former opponents, the New Jersey Brigade under Col. Dayton, reinforced by the militia that hastily gathered from every quarter. Such spirited defence was made, that although the town was occupied by the enemies' troops, they pressed no further, but after pillaging and burning the church and many of the houses they began a hasty retreat in the afternoon. Hotly pursued by the patriot soldiers they reached, in the early evening, the shelter of the entrenchments from which they had marched so confidently in the grey of the morning, and during the night crossed over to Staten Island by their bridge, which was at once taken up, and the memorable campaign was at an end. See Route VI, p. 41.

#### 1781-1815.

The close of the war was marked by the confusion incident to a strife of such magnitude, in the enforced removal of the Tories to Nova Scotia and New Brunswick, in the confiscation of their lands and possessions and in the adjustment of affairs to the new conditions. The passage of Washington through the town on his way to Annapolis to surrender his commission as commander in chief

was the occasion of a general outbreak of popular enthusiasm, which made his journey a veritable continuous triumph. His later journey, in 1789, enroute to New York for inauguration ceremonies, is even more memorable.

The following years were given to reconstructing the fabric of social and political life. In common with other parts of the country, our town was deeply interested in the events that brought on the War of 1812 and furnished some of its young men to enter the army and navy, but the war itself was not a popular measure, and the announcement of peace at its close was hailed with great joy by all parties. From the turmoil of war the nation then began to adjust itself slowly to its new responsibilities.

## MODERN PERIOD.

1814-1914.

JAMES C. CONNOLLY,

JUDGE OF UNION COUNTY COURT OF COMMON PLEAS.

The War of 1812 having passed away, a new era of prosperity opened upon the country. Fulton's steamboat had made its appearance before the war, and Colonel Aaron Ogden had made arrangements whereby the steam packet running between New York and New Brunswick, stopped for freight and passengers at this town. Later he ran a steamboat named the "Sea Horse" between this city and Paulus Hook (Jersey City), and in 1817 built a new steamer, named the "Atalanta," which plied between here and New York. Thomas Gibbons, who owned the shore front from which the Ogden boat ran, started a rival ferry, but as he was operating his boat contrary to the statute, which conferred a shore monopoly on Fulton and the Livingstons in New York, he was enjoined from running it. Gibbons carried the case to the Supreme Court of the United States, in 1824, and the monopoly which had been granted to Ogden's lessors was declared to be of no value. Thereafter the town had two ferries, but this continued so only for a short time. In 1826 an attempt was made to run the ferryboat on Sundays, but Dr. McDowell, of the First Presbyterian Church, backed by many of the people of the town, opposed the owners, who therefore refrained from carrying out their intention. A ferry for passengers was maintained continuously until about 20 years ago. The Central Railroad Company, which held, and still holds, all the rights of what was known as the "New York and Elizabethport Ferry Company," suspended the running of its ferryboat about that time.

Another incident which made a great stir in the town in 1824 was the arrival of General Lafayette. While here he met many of his old comrades in arms, and was a guest of General Jonathan Dayton and Governor Aaron Ogden, staying with the former over night at Boxwood Hall and taking breakfast with the latter the next morning in the Belcher mansion.

The great era of railroad building commenced in the early thirties and greatly stimulated immigration, which increased each year. The foreign element was particularly noticeable in the

present First, Second, Third, Fourth and Fifth Wards, and consisted chiefly of Irish and Germans.

The war with Mexico did not cause much excitement in the town, but many of its citizens went to the front, and after the war General Scott again took up his residence here, on East Jersey street, opposite what is now called Scott Park.

In 1855 the population of the ancient boro had grown to 8,978, and in that year a city charter was granted by the New Jersey Legislature, which remained in force until the year 1863, when the amended charter now in force was granted.

Many of the citizens of Elizabeth participated in the War of the Rebellion for the preservation of the life of the Union, and during the conflict wounded soldiers were sent here in large numbers to be carried to New York on the Elizabethport and New York Ferry. Intense patriotism prevailed amongst the people. At the close of the war a new start was taken and a period of inflation set in which terminated with the panic of 1873, when much injury and loss resulted in a private and public way.

Soon after the close of the Civil War the city extended its streets, and paved and otherwise improved its thoroughfares; but the years following 1873 did not fill the expectations of those in control of its municipal affairs, and in 1879 the city found itself unable to meet the payment of the interest on its debt, which, in January of that year, amounted to \$5,409,293.31. At this time the Supreme Court announced that lateral sewer assessments could not be laid in anticipation of actual benefits, which threw upon the city the burden of paying for improvements for which no assessment could then be laid. The Court also announced that assessments could not be collected for pavements which had been laid, except when direct benefits had been conferred, which also added to the confusion, because the decision of the Court suspended even those portions of the assessments which were legally collectible. The city, however, came to a settlement with its creditors, and in 1889 the last of them were satisfied. The growth of the city in the meantime had been steady and healthy. In 1880, when the debt had grown to \$5,638,053.59, the population was 28,229, and the valuation for taxable properties \$11,831,167.00. In 1890 the population had grown to 37,764, and the valuation to over \$14,000,000.00. In 1900 the population was 52,130, and the valuation \$18,188,297.00. In 1910 the population was 73,409, and the valuations \$57,408,430.90. The estimated population at the present time, according to the U. S. Census Bureau, is 82,415, and our assessable valuations are \$66,975,530.00. According to a statement made by the City Comptroller in July, 1914, the present outstanding debt of the city is \$3,465,850.00.

Two companies of soldiers went to the front in the Spanish-American War, in 1898, besides a number of young men who served in the navy, bringing back honorable records to the old town.

The industries of the city are diversified, but by far the most important business is that carried on by the Singer Sewing Machine Company, which employs about 8,000 persons. There are other industries which employ large numbers of men, and the location of the city confers peculiar advantages on those who have their manufacturing plants here.

The present year 1914 marks the Two Hundred and Fiftieth Anniversary of the founding of the city.

## ITINERARY OF HISTORICAL EXCURSIONS.

Route I.—Broad Street, Elizabeth Avenue, Spring Street, East Jersey Street.

WARREN R. DIX, A. M., LL. B.,  
COUNSELOR AT LAW, FORMER SUPERINTENDENT OF SCHOOLS.  
and

LEBBEUS B. MILLER,  
Member Elizabethtown Chapter, No. 1, S. A. R.

(Figures refer to Plate II, p. 16.)

*This Itinerary begins at the Court House, Broad Street and Rahway Avenue.*

1 **Union County Court House**, erected in 1903 (architects, Ackerman & Ross) at a total cost of \$600,000, on the site of the former Court House and the Sheridan House. See notable old **cannon** on the lawn.\* Within may be seen in the corridor Civil War relics presented to the County by the Veteran Zouaves; battle flags presented by Col. Chauncey Harris; a figure of Justice, taken from the cupola of the former Court House, etc. Within the Court Rooms may be seen portraits of Chancellor and Governor William-son and Judge Van Syckel.

The old Borough Court House stood on the northerly part of the present site, and was burned by the British in 1780. The next Court House was erected in 1797 and burned in 1808. Another building was soon after erected and in 1857 was enlarged and reconstructed, being transferred to the County of Union, formed that year. On the south side of the present site, on the corner of Rahway Avenue, stood the *Mansion House*, built 1761-1766, by Barnaby Shute, on land conveyed to him in 1761 by the First Presbyterian Church. In 1869 it was sold by J. Augustus Dix to Patrick Sheridan, who incorporated it into the hotel long known as the *Sheridan House*. (See p. 25.)

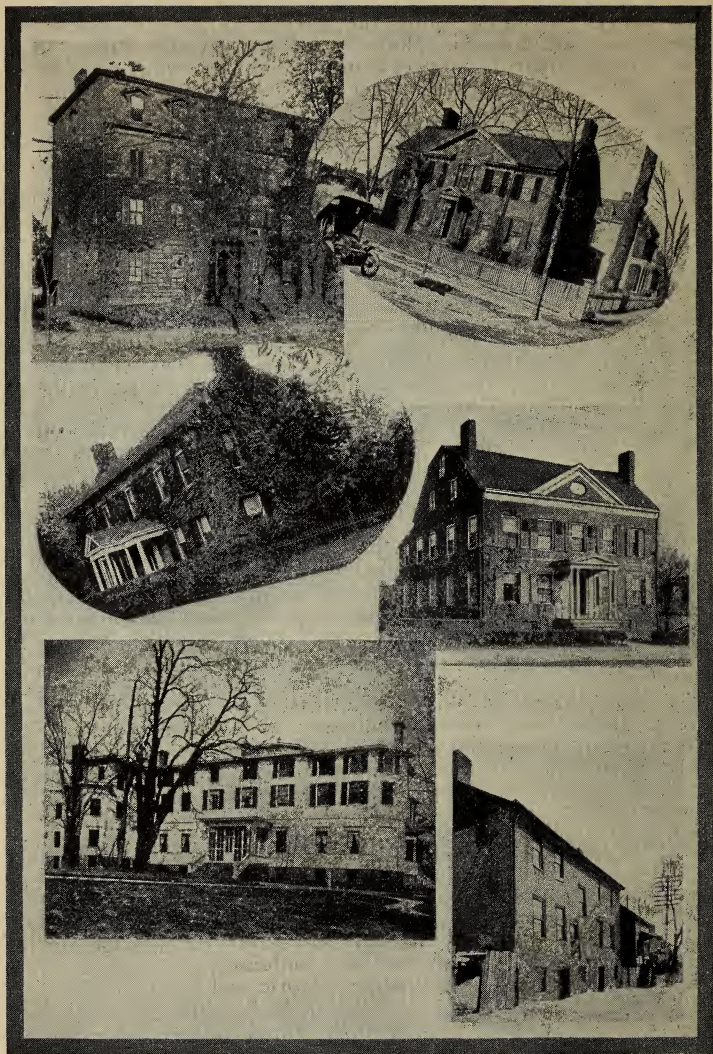
**Broad Street**, once "Broadway," as described in old deeds; also as "the road from the stone bridge to Newark," or "the road from the market up through the Town towards Newark." **Rahway Avenue** is a comparatively modern street from Broad to Cherry Street.

**Elizabeth Avenue** (formerly Water Street) is a part of what is, according to the late E. L. Meyer, probably the oldest road in New Jersey, opened by the Dutch before the settlement of Elizabethtown to keep up the intercourse between New Amsterdam and their settlements on the Delaware. Later known as the King's Highway, it became the post and stage route to Philadelphia,

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\* *Inscription.* This gun, cast in Strasburg in 1758, was sent by Louis XV, King of France, to Canada for the defense of Quebec. Upon the surrender of that place in the following year, the gun fell into the hands of the British. In April, 1760, the French recaptured the gun, and in May the British retook it. In the fall of 1775 this gun aided in the repulse of the Continental force under General Richard Montgomery, who was mortally wounded while attempting to capture it. In June, 1779, Sir Henry Clinton captured Stony Point, and a month later General Anthony Wayne retook it, finding this gun among the trophies. General Washington presented the piece to troops from Elizabethtown, who had acted as a reserve, and it was brought here by them soon after.

Unveiled by Elizabethtown Chapter, No. 1, Sons of the American Revolution, December 2, 1905.



Boudinot Mansion (Boxwood Hall).  
 Belcher Mansion.  
 Liberty Hall.

General Scott House.  
 Carteret Arms.  
 Old Fort.

commencing at Staten Island Sound (connected by water with New York), extending along the present Elizabeth Avenue to where Third Street now is; along First Avenue to the Cross Roads (now Union Square), thence along Elizabeth Avenue to Broad Street, thence over the stone bridge (4) and along Washington Avenue (as it was before straightening), through Pearl and Cherry Streets to Rahway Avenue, known as the "Country Road," thence along this avenue to Rahway, New Brunswick and Burlington to the Delaware River.

**2 Free Public Library**, completed in 1912; building the gift of Andrew Carnegie. It contains the nucleus of an historical collection. (See Bibliography, p. 48; see also (5) below.)

Site of *Red Lion Inn*, owned by William Williamson and, in 1734, by his widow Margaret, who married William Chetwood. In 1764 called "Marquis of Grandby": owned by Samuel Smith in 1771 and called "Red Lion Inn." General Washington when on his way to New York to be inaugurated as the first President, was escorted to this inn by a procession commanded by Gen. Matthias Ogden.

Between the Red Lion Inn and the Mansion House was a building called the "Lodge" (Free Mason), part remaining until 1846.

**3 Site of the Old Mill**; in 1669 this mill was mortgaged by John Ogden, mentioned as late as 1846, timbers visible in 1864. Owned by Barney Shute and sold by the Sheriff in 1766, with tavern (2), to satisfy judgments against Shute, who is usually described as a poor, illiterate oysterman, who suddenly came into possession of a fortune. Tradition says he built the Mansion House and also a jail for the town, and through his lavish expenditures was imprisoned for debt, and became the first occupant of the jail.

**4 Old Stone Bridge and Market.** A small bridge crossed the river in a south westerly direction, connecting Broad Street with Washington Avenue, or old Broad Street, since straightened, as houses show.

South Broad, south of the river, dates from the middle of the Nineteenth Century, when it was extended to South Street and beyond about twenty years later. In the middle of Broad Street, close to the river and east of the bridge, was the market, at least as early as 1789. It was a wooden building with open sides.

**5 Carteret Arms**, 16 South Broad Street, on the site of a long, low, one-and-a-half-story building used as a tavern before 1728, when the property was conveyed by John Morris, yeoman, to John Dennis, innholder. The latter conveyed it to Edward Thomas in 1730, and it was inherited in 1795 by Robinson Thomas, who soon afterward constructed the present building. The old inn was the resort of British officers of the garrison and gay young men about town. Tradition states that Lafayette once danced on the lawn that stretched down to the river. The present building was for some years occupied by the Elizabeth Orphan Asylum; much later and until October, 1912, by the Public Library. In 1913 it was bought by the Elizabeth Historic and Civic Association, incorporated to preserve historic sites and buildings, and to maintain a building to be used as a centre for historic and patriotic societies, also for civic and other organizations. The building was remodeled in 1913.

*Go down Elizabeth Avenue.*

**6 Thomas House**, 1178 Elizabeth Avenue, built by Col. Edward Thomas, an eminent patriot, in 1760, and for many years the residence of the family. During the Revolution the cellar is said to have been occupied by soldiers, who cooked their food at the large fireplaces at each end.

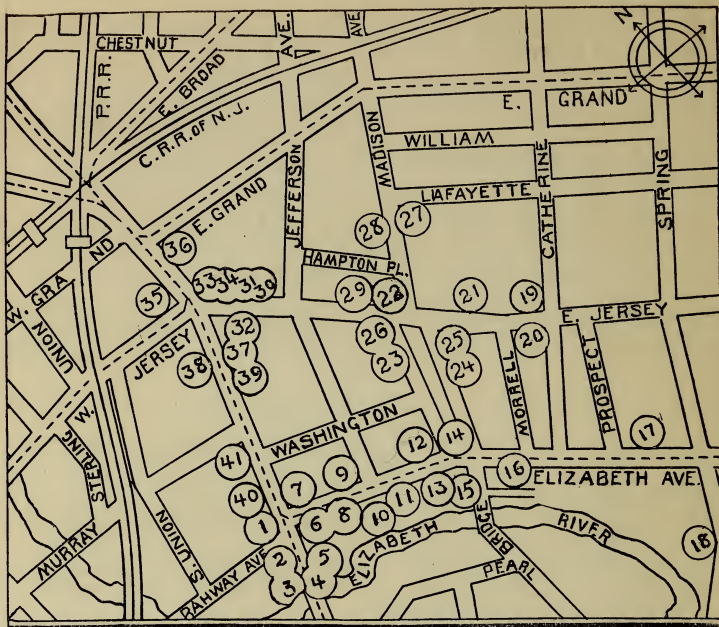


PLATE II.

Maxwell S. Simpson

## Route I. Central Elizabeth.

7 Site of old *Tavern*, nearly opposite (6), on the corner of Broad Street, and burned in 1867. It was known as Union Hotel and American Hotel and kept for many years by Col. David Sanderson. It was the headquarters of the stage coach line between New York and Philadelphia. In the rear, on Broad Street were extensive livery stables, and here were kept the horses which drew the first horse cars operated in the town. They went down Water Street (now Elizabeth Avenue) to Jefferson Street. The horse cars continued thence to the Central Railroad of New Jersey and along its lines to Elizabethtown, where passengers took the steamer for New York. Gen. Matthias Williamson owned the corner, and his brother William the next house east, inheriting the property from their father, William, in 1734.

8 Old Methodist Church, 1164 Elizabeth Avenue, now used as a printing office; it was for many years the Water Street Methodist Church. The land once belonged to William Williamson, the first of this name in the town.

9 Site of *Mayor Darby's House*, 1151 Elizabeth Avenue; the house on this site, torn down about 1910, was owned by Richardson Gray in 1789. For many years it was the home of Elias Darby, the last Mayor of the Borough, and the first after Elizabeth was incorporated as a city, holding office from 1853 to 1860. He was a famous silversmith.

10 Site of *Second Government House*, built in 1680 by Governor Carteret. It stood across the alley west of Campbell's factory, half way between the avenue and the creek. It was sold in 1721 to Arent Schuyler, who devised it to his son Peter. It was converted into a tavern known as "White House." In 1735 it was kept by Benjamin Hill, under the name of the "Ship," and in 1763 it was called the "Nag's Head Tavern" and kept by Margaret Johnston, a daughter of Capt. Matthias De Hart, widow of William Williamson and of William Chetwood. In 1784 it was

advertised for sale as "That large, commodious, famous brick house, known by the name of White House, built in the strongest and best manner by a former Governor of New Jersey for the seat of Government, situated on the river running through the Town, on which is a very good Wharf." The old wharf, at the foot of the alley, was there until a few years ago.

11 **Egenolf Day Nursery**, 1140 Elizabeth Avenue, built before 1780; Aaron Lane carried on the silversmith business in this house. In recent times it belonged to Mr. Pierce.

12 Site of *Gracie House*, 1123 Elizabeth Avenue; this large and once elegant house was bought in 1764 by Capt. Isaac Lawrence, a mariner, from Jonathan Hampton and Elias Dayton. It afterwards passed to Capt. Jonathan Dayton, who resided there until 1795, when it was sold to Elias Boudinot, who conveyed to Dr. Abraham Clark, a son of the signer of the Declaration of Independence. Later it belonged to Mrs. Susan Kean, and later still was known successively as the Salter and Gracie House. It stood where Gordon's Hippodrome now is, the garden extending to Scott Place and Washington Street, and was not demolished until 1913.

13 **Andrew Joline's House**, rear of 1110 Elizabeth Avenue. In the rear of Pruden's store, near the river, is the double, two-story frame building erected by Andrew Joline in 1735, the date and his initials appearing on a foundation stone. Jonathan Morrell and his son Thomas, the noted Methodist minister, lived here between 1780 and 1808.

14 **City Hall** (site of Adelphian Academy), built in 1865 at a cost of \$80,000, now wholly for municipal use, the first floor being originally a market. See stone from the facade of the Adelphian Academy, bearing date 1807, now in the wall at the first landing in the southwest staircase; it was found by E. D. Smith in use as a horse block down town. In the Council Chamber are portraits of the Mayors of the City.

15 Site of first *Government House*, a little west of Bridge Street, near the creek, once called Mill River. In 1691 Col. Richard Townley, who had married Governor Carteret's widow, sold to John Harriman a mansion house and store house near the present Bridge Street.

16 **Old Fort**, Thompson's Lane, near Bridge Street; see on the front of the house the date 1734; it probably was built by Capt. John Hunloke, who died in 1745. Cortlandt Van Ansdel owned and occupied it 1785-1788; later it belonged to William Shute.

NOTE.—The date now seems to be 1774, but the third figure has apparently been changed.

From Bridge Street to Spring Street, on both sides of Elizabeth Avenue, and on the river bank, were several old houses, some of which have disappeared. We mention only

17 **Hezekiah Hibbins' House**, 1027 Elizabeth Avenue, the residence of Hezekiah Hibbins in 1766, and of Elias Woodruff in 1771; in the last century it was occupied by Capt. McGowan, who was sent, in 1861, in command of the *Star of the West* to relieve Fort Sumter.

18 **Col. Oliver Spencer's House**, on the west side of Spring Street, 200 feet south of the avenue, dates back from 1787 and was sold by him in 1798.

Spring Street, High Street and Bridge Street (Scott Place) were the only streets in the Revolutionary days meeting or crossing

Elizabeth Avenue or First Avenue, east of Broad Street. East Jersey Street, formerly Jersey Street, extended only to Spring Street until about 1870.

*Go up Spring to East Jersey Street and walk west.*

19 **Nathaniel Bonnell's House**, 1045 East Jersey Street, built before 1682, as it is mentioned in a deed of that date and is probably the second oldest house in the city. It is now the home of H. O. Barber, a descendant of Col. Francis Barber, of the Revolution.

20 **Gov. Belcher Mansion**, 1046 East Jersey Street, on the original house lot of John Ogden, Jr., one of the first settlers. It is apparently mentioned in 1722 in an Ogden will as "where my son John now dwells." An iron plate, originally a fireback, set in the east wall of the house in 1899, bears the date 1742. Jonathan Belcher, royal governor of the province, lived here from 1751 until his death in 1757, entertaining many eminent men, including Whitefield, the evangelist, and Jonathan Edwards, the famous divine. Gov. Belcher was the patron of the College of New Jersey, and the house has been called "the cradle of Princeton University." It was later the residence of William Peartree Smith, Revolutionary patriot, and in 1778 his daughter "Caty" was married here to Elisha Boudinot (brother of Elias, see 21). Washington and Lafayette were guests and Alexander Hamilton master of ceremonies. Shortly after it was raided by the British. It was later the residence of Gov. Aaron Ogden, who entertained Lafayette here in 1824; in 1901 his great grandson, Count de Lafayette was entertained here by the present owner, Warren R. Dix, who in 1899 restored and beautified the house. See "Historic Houses of New Jersey," Lippincott, 1902; *The Delineator*, Sept., 1903. Relics that may be seen within: a gown which belonged to Mrs. Jonathan Edwards; a French officer's coat, worn by a lad at the Court of Louis XVI of France, 1789; a Revolutionary cannon ball from the creek; an old hair trunk, a warming pan, old furniture, samplers, miniatures, letters of Lafayette and others, etc.

21 **Boudinot Mansion**, or **Boxwood Hall**, 1073 East Jersey Street, owned and probably built by Mayor Samuel Woodruff before 1763, some claim 1750. During the Revolution it was the home of Hon. Elias Boudinot, member of the Continental Congress, who as its President, signed the treaty of peace with Great Britain. On the stone steps at the front of the house, in 1781 was placed the murdered body of the Rev. James Caldwell, chaplain in the army (pp. 23, 44), that it might be viewed by the people; over it Boudinot made a powerful address. In 1789 Washington, on his way to his inauguration, was met here by a Committee of Congress, and an elaborate luncheon, lasting two hours, was served, the most eminent men in the land being present. The house was later owned by Hon. Jonathan Dayton, successively member of New Jersey Legislature, Speaker of the U. S. House of Representatives, and United States Senator, and for whom Dayton, Ohio, was named. In 1824 he entertained Lafayette here over night. Miss Spaulding kept a famous young ladies' school here in the middle of the Nineteenth Century. It is now the Home for Aged Women. See "Historic Houses of New Jersey," Lippincott, 1902. See bronze tablet placed on the front by Boudinot Chapter, D. A. R., in 1899.

*Inscription.* THE BOUDINOT MANSION, IN WHICH GEN. ELIAS BOUDINOT ENTERTAINED GEN. WASHINGTON AT LUNCHEON, APRIL 23, 1789, ON HIS WAY TO HIS INAUGURATION IN NEW YORK AS FIRST PRESIDENT OF THE UNITED STATES.—ERECTED BY BOUDINOT CHAPTER, DAUGHTERS OF THE AMERICAN REVOLUTION, APRIL 23, 1899.

22 **General Scott House**, 1105 East Jersey Street. Dr. Wm. Barnet, the Revolutionary army surgeon, lived here from 1763 until his death in 1790. The house was plundered by the British in 1781, Dr. Barnet saying, "They emptied my feather beds in the streets, broke in windows, smashed my mirrors and left our pantry and storeroom department bare. I could forgive them all that, but the rascals stole from my kitchen wall the finest string of red peppers in all Elizabethtown." Later it was owned by Col. John Mayo, of Richmond, Va., whose daughter Maria became the wife of Lieut.-Gen. Winfield Scott, who long made his home here. The grounds extended to Jefferson Avenue and were crossed by the stream that formerly ran down through Scott Park. The stream was divided, surrounding an island shaped like Great Britain, the location of important cities being indicated by trees. This was of course all artificial. See "Historic Houses of New Jersey," Lippincott, 1902.

**Scott Park**, formerly "Horse Hollow." The stream that flowed through the Park is now cared for by a sewer. The land was originally much higher on the west side, but the street was cut down to make easier grades. The cannon at the north end of the park are of the time of the Mexican War.

23 On the west side, where Bahr, the florist's place now is, lived Quartermaster *William Woodruff*, of the Revolutionary Army.

24 Site of *Daniel Ded's House*, pulled down in 1913 to make room for a proposed Masonic Temple. Dod was a famous mechanic who, at his shop near the creek in the neighborhood of the old gas house, built the engine for the Savannah, the first steamship (1819) to cross the Atlantic.

25 **Christ Church (Episcopal)**, on the east side of the park, dates from 1853.

26 **Third Presbyterian Church**, on the west side, dates from 1852.

*Go up Madison Avenue.*

**Madison Avenue**, formerly Meadow Street, earlier the "Road to Woodruff's Farms," runs north, and beyond the C. R. R. of N. J. divides at "Keighry Head," the old road to the northeast retaining the name of Meadow Street. A block further north is a beautiful square called **Jefferson Park**, notable for its fine large oak trees. It was originally a part of Pierson's Woods and quite swampy. In the Fifties the late Edward N. Kellogg laid out a large part of Woodruff's Farms, naming the avenues after the presidents, Jefferson, Madison, Monroe, etc., and the cross streets after members of the Kellogg family, Mary, Julia, Louisa, others after friends.

27 **Nathan Woodruff House**, 145 Madison Avenue, was built before 1765.

28 Site of old *Harriman House*, opposite Nathan Woodruff House, but a little further south.

*Return to East Jersey Street and continue west.*

29 **Central Baptist Church.** North side of East Jersey Street.

30 **Chetwood House,** 1155 East Jersey Street; built by Major William Chetwood in the first part of the Nineteenth Century.

31 **Second Presbyterian Church,** which dates from 1821.

32 **Young Men's Christian Association Building,** built in 1905.

33 **Graham's Tavern,** much altered today; stood on the northeast corner of Broad and Jersey Streets. A ledger which runs from 1770 to 1796 has been preserved, containing the names of many prominent men and their scores for wine, rum, punch, etc., among them Dr. Barnet, Col. Francis Barber, Isaac Arnett, Lord Stirling, Judge John Chetwood, Edward Thomas, James Ricketts, Matthias Ogden, Robert Ogden, Matthias Williamson, all of whom seem to have paid promptly. It was later known as the "City Tavern."

34 Site of the *House of Isaac Arnett*, next east of tavern. Here was held a meeting of neighbors at which Hannah Arnett made her successful plea for the cause of the Colonists. (See p. 25.) On at least two of the corners of Jersey and Broad Streets were stores in comparatively early times.

35 Site of *Pitts' & Griffiths' Store* (northwest corner). A partnership agreement of 1819 for a general store to be carried on by Pitts & Griffith mentions the rent as \$200 per year for house and store.

*Go north on Broad Street.*

36 **William Shute House,** southeast corner of Broad and East Grand (formerly Mechanic) Streets; built by William Shute in 1783 or 1784. Once occupied by the late Chancellor Benj. Williamson; later by Dr. Lewis W. Oakley.

*Go south on Broad Street.*

37 **Earl's Store,** 83-85 Broad Street, somewhat altered; James Earl, and later Howell & Marsh, conducted a general store here for many years. It was claimed that "Jimmie" Earl kept everything, and a bet being made as to the correctness of the claim, he was called upon for a pulpit, and duly produced it. It had recently been removed from the First Presbyterian Church.

38 **National State Bank,** 68-72 Broad Street. Chartered as a State Bank in 1812. In the bank is a collection of portraits of former officers.

39 **St. John's Church.** The ground was given by Col. Richard Townley, 1706. A small strip on the north side was sold years ago, as also a strip on the south side, but the latter was included in the lot purchased by the church in 1893, on which, in 1895, the rectory was built. Lot in the rear acquired in 1866, partly occupied by the parish house, built in 1910. See account of church, p. 27.

40 **First Presbyterian Church.** Grounds very large, extending from Caldwell Place to Court House, but much smaller than originally.

41. **S. S. Building of the First Church.** (See account of church and churchyard below.

## THE FIRST PRESBYTERIAN CHURCH.

REV. WILLIAM FORCE WHITAKER, D. D.

PASTOR FIRST PRESBYTERIAN CHURCH.

This church was the first organized in the State in the English language. The first edifice was on this site, and was the public "meeting house," the place of worship, the meeting place for business, the seat of justice. Here, in May, 1668, the first General Assembly of the State was convened. It was the "cradle of liberty" for New Jersey. John Ogden, in the days of Carteret, and Abraham Clark, in the years of the Revolutionary War, called brave men to rally here. In 1717 the pastor joined the Presbytery of Philadelphia. Since then the church has been wholly Presbyterian.

Of the first building there is no description. It was of wood, and rude. It gave place to the second structure in 1724. This was burned on the night of January 25, 1780, by a party of British soldiers and sympathizers, numbering four hundred, who crossed on the ice from Staten Island to Trembley's Point. It had been used by the colonists as a hospital.

The present edifice was reared in 1784-6, dedicated in the latter year, finished in 1789. The spire was added in 1792. This was destroyed by a tornado in August, 1899, and replaced in 1901, after the ancient model. It is 227 feet high.

The building of 1786 has been enlarged thrice by additions at the rear. The first covered several of the early graves. The headstones were carefully moved, and some were set in the walls for better preservation.

### FIRST CHURCH YARD.

*(The figures refer to the diagram p. 22.)*

Here lie the forefathers of Elizabeth. Here are the graves of sires known throughout the State. Many lack stones, but there are more than 2,000 stones bearing inscriptions. In 1766 the sexton was directed "to keep the bodies of the respective particular families" together as far as possible. This rule has been followed generally.

1 Bronze tablet on the facade of the church, erected by the Elizabethtown Chapter No. 1 of the New Jersey Society of the Sons of the American Revolution.

*Inscription.* THIS CHURCH WAS ORGANIZED ABOUT 1664. THE EDIFICE WHICH STOOD ON THIS SPOT WAS BURNED BY THE BRITISH, JANUARY 25, 1780, DURING THE PASTORATE OF REV. JAMES CALDWELL, CHAPLAIN IN THE NEW JERSEY BRIGADE UNDER WASHINGTON. THIS BUILDING WAS COMPLETED IN 1789. THIRTY-SIX COMMISSIONED OFFICERS AND MANY NON-COMMISSIONED OFFICERS AND PRIVATES FROM THE CONGREGATION FOUGHT DURING THE REVOLUTION FOR AMERICAN INDEPENDENCE.—ERECTED BY THE ELIZABETHTOWN CHAPTER, NO. 1, OF THE NEW JERSEY SOCIETY, SONS OF THE AMERICAN REVOLUTION, OCTOBER 19, 1898.

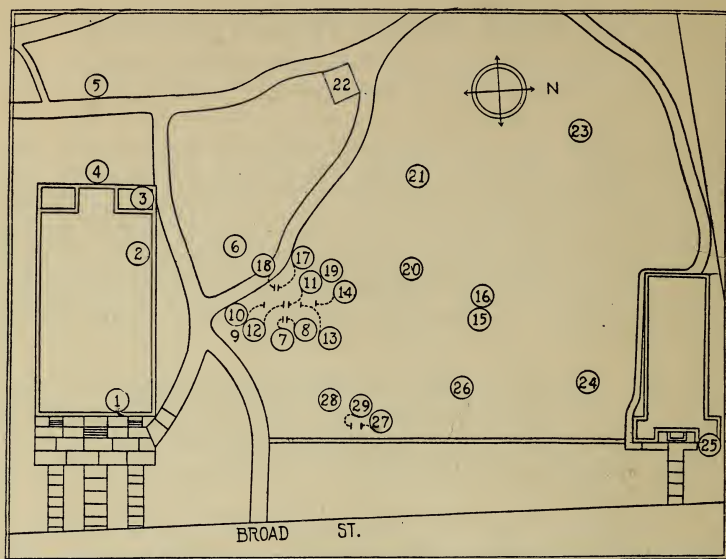


PLATE III.

Maxwell S. Simpson

## FIRST CHURCH YARD

The cemetery contains over 2,000 known graves. In these are 227 soldiers of the American Revolution, and 26 of the War of 1812.

*Figures refer to accompanying article*

- |   |  |
|---|--|
| 1. S. A. R. bronze tablet                 | 16. Rev. Jno. Dickinson, first Pres. Princeton |
| 2. Phinney stone in wall                  | 17. Ann Barber, widow of Francis B.            |
| 3. Lawrence brothers, Choir Room          | 18. Moses Ogden, killed at Connecticut Farms   |
| 4. Parson Caldwell and wife               | 19. Elias Boudinot                             |
| 5. Gen. Elias Dayton, vault               | 20. Rev. John Harriman, first "pastor" 1687    |
| 6. Josiah Hunt, patriot                   | 21. Michael Megie                              |
| 7. Jno. Ogden, son of settler             | 22. Rev. Nicholas Murray, monument             |
| 8. Benj. Ogden, son of settler            | 23. Cornelius Hetfield                         |
| 9. Col. Aaron Ogden                       | 24. Mrs. Robertson (Caldwell babe in arms)     |
| 10. Mary Ogden Barber, wife of Francis B. | 25. Colonial Dames tablet, S. S. Building      |
| 11. Gen. Matthias Ogden                   | 26. Rev. John McDowell, monument               |
| 12. Hannah Ogden, the "best of women"     | 27. Hannah Arnett, tablet                      |
| 13. Stephen Crane, magistrate             | 28. Capt. Wm. Brittin                          |
| 14. Gen. William Crane                    | 29. Capt. Shepard Kollock                      |
| 15. Caldwell monument                     |  |

2 Hannah Phinney, daughter of Rev. Azariah Horton, minister at Turkey (New Providence) and at Bottle Hill (Madison), where he died, 1777. Niece of Rev. Simon Horton, pastor at Connecticut Farms.

3 Two stones (in the choir room) erected in 1687 to two sons of the widow of Captain Lawrence, who married, as her second husband, Gov. Philip Carteret, and as her third, Col. Richard Townley.

4 Rev. James Caldwell and wife (rear wall). This inscription was written while the Revolutionary War was in progress. By the joint action of the First Church and the Society of the Cincinnati of New Jersey, in 1845, a costly monument (see No. 15) was erected in the centre of the yard.

5 Gen. Elias Dayton: Gallant soldier, wise statesman, mayor of the borough, president of the Board of Trustees of First Church, first president of the Society of the Cincinnati of New Jersey, in "person and bearing" strongly resembling George Washington.

6 Josiah Hunt: one of several soldiers under Washington buried here, with specific mention in this case of the war record.

7 Jonathan Ogden: son of "good John Ogden," the settler, born, one of twins, almost twenty years before the settlement, in England.

8 Capt. Benjamin Ogden, son of the original John Ogden. The family name is of Saxon origin (ock-dean, the oak-valley). He was born in America; more than 5,000 descendants of Jonathan (No. 7) and Benjamin (No. 8) have been found and charted.

9 Col. Aaron Ogden, LL.D. (the tornado of 1899 destroyed the cross on top of this handsome monument), graduate of Yale, soldier of distinction, lawyer of ability, U. S. Senator, Governor of New Jersey. Conspicuous in the opening of steam navigation between Elizabethtown and New York.

10 Mary Ogden Barber, wife of Francis Barber, the school-master and soldier; died in her 21st year. Read the epitaph (No. 17).

11 Gen. Matthias Ogden. "The soldier, the patriot, and the friend." "Weed his grave clean." He was a son-in-law of Gen. Elias Dayton (No. 5).

12 Hannah Ogden, wife of Gen. Matthias Ogden. Aaron Burr called her "the best of women."

13 Stephen Crane, magistrate, member of the "Grand Council," grandson of Stephen Crane, the planter.

14 Gen. William Crane (son of No. 13), a conspicuous patriot. He offered military service and received wounds. His home was at the Galloping Hill corner, now marked by a granite monument. See p. 44.

15 Caldwell monument (No. 4). It was from the church at Springfield that Parson Caldwell took hymn-books to the troops, bidding the soldiers who were facing the British to "put Watts into 'em" (p. 44).

16 Rev. Jonathan Dickinson, pastor of the First Church, and first president of the College of New Jersey, now Princeton University, the charter for which was obtained in 1746.

17 Ann Barber, widow of Francis Barber (No. 10). The two wives were cousins. The husband served through the Revolutionary War and was killed at the close, near Newburgh, N. Y. He was buried near Newburgh.

18 Moses Ogden. The age of this soldier (under 21), killed at the resistance made to Knyphausen in Connecticut Farms, suggests the patriotism of the period.

19 Elias and Catherine Boudinot. The "filial affection" of grateful children marked the graves of eminent parents. Boudinot was soldier, statesman, philanthropist. He was for a decade Superintendent of the United States Mint in Philadelphia. In 1800 he gave to the First Church, of which he had been an officer, the cut-glass chandeliers still in use.

20 The Rev. John Harriman, the pastor of the First Church in 1687; remarkable for the variety of his employments. Not content with pulpit duty, he was a farmer, miller, glass importer, land surveyor, member of the Legislature and schoolmaster, when board and tuition cost five shillings a week.

21 Magie and Megie: a large family. John, the pioneer, left Scotland during the persecution in the Stuart period. There is a tradition that John was imprisoned for saying "Thank God," when he heard of the death of Archbishop Laud. The generations following contain Joseph, son of John; Michael, son of Joseph; Rev. David, son of Michael, the first pastor of the Second Presbyterian Church, 1820.

22 Monument reared by the congregation to the memory of Rev. Nicholas Murray, pastor for 28 years. His words in his last illness are carved on the shaft.

23 Cornelius and Abigail Hetfield (Hatfield a later spelling). The character ascribed to the wife is true also of the husband. Yet it was their wayward son who was guide for the expedition from Staten Island, when the church edifice was fired, 1780.

24 Maria Caldwell Robertson, daughter of Rev. James Caldwell. She was a babe in her mother's arms when Mrs. Caldwell was shot (No. 4).

25 **Bronze tablet** on the Sunday School building. The statement as to Princeton is disputed by some, who insist that the old parsonage property at Pearl and Race Streets, is the proper site (See p. 33). See pamphlet by J. B. Morton, 1898.

*Inscription.* THIS TABLET MARKS THE FIRST SITE OF PRINCETON UNIVERSITY. INCORPORATED OCT. 22ND, 1746.—ERECTED BY THE ELIZABETH MEMBERS OF THE NEW JERSEY SOCIETY OF COLONIAL DAMES OF AMERICA, OCT. 22ND, 1897.

26 McDowell monument. The name of Dr. McDowell is closely related to the founding of Sunday Schools here. For twenty-eight years he was active in word and work.

27 Hannah Arnett, wife of Isaac Arnett (white tablet on the front of the boundary wall). Her patriotic words turned the scale in the dark hour of Elizabethtown.

*Inscription.* NEAR HERE RESTS HANNAH WHITE ARNETT. DIED 1823, AGED 90 YEARS. HER PATRIOTIC WORDS, UTTERED IN THE DARK DAYS OF 1776, SUMMONED DISCOURAGED MEN TO KEEP ELIZABETHTOWN LOYAL TO THE CAUSE OF AMERICAN INDEPENDENCE. ERECTED BY BOUDINOT CHAPTER, DAUGHTERS OF THE AMERICAN REVOLUTION, 1909.

28 Capt. William Brittin, one who volunteered in a shallop to aid in taking the "Blue Mountain Valley," a vessel which was seeking to bring supplies to His Majesty's forces in 1776. Congress said that the courage of the little company was "laudable and exemplary."

29 Shepard Kollock. A brave soldier. Founder and editor of the "New Jersey Journal," 1779. His wife was a daughter of Hannah Arnett.

See "Inscriptions on Tombstones and Monuments in burying grounds of the First Presbyterian and St. John's Church, Elizabeth, N. J." (1664-1892)

The First Church has published (1914) a leaflet on the history of the church and its pastors.



Sheridan House, Old Court House, First Church.



First Church.  
St. John's Church.

First Church.  
Old St. John's.

## ST. JOHN'S CHURCH.

WARREN R. DIX, A. M., LL. B.,

COUNSELOR AT LAW, FORMER SUPERINTENDENT OF SCHOOLS.

The first recorded Episcopal services in Elizabethtown were held Nov. 3, 1703, by the Rev. George Keith, a missionary of the Church of England Society for the Propagation of the Gospel in Foreign Parts. Rev. John Brooke, who soon followed, organized St. John's Church, laying the corner-stone of a brick church on St. John Baptist Day, June 24, 1706. The ground was given by Col. Richard Townley, and the title confirmed in 1711 by his widow and Effingham Townley, his heir. St. John's was incorporated by royal charter in 1762. The original church building was several times enlarged and remained until 1859, when it was pulled down to make way for the present fine specimen of Fourteenth Century Gothic architecture. The tower is considered one of the most beautiful in the country. The old **font**, brought from England by Cavalier Jouet, is supposed to be a holy-water vessel of Italian origin.

For many years the First Church and St. John's were the only religious organizations in the town. During over two hundred years St. John's has had but fifteen rectors, including the present incumbent. The most famous was Rev. Dr. Thomas Bradbury Chandler, rector, 1751-1790. He fled to England and remained there during the Revolutionary War. He was very prominent in the Colonial Church.

The old church was used by the British as a stable during the Revolution, and attempts were made to burn it. There are some beautiful memorial windows in the present church; see also memorial tablets in vestibule, and model of old church in Warden's room, also portraits of former rectors and others. In the library of the New Jersey Historical Society in Newark will be found a copy of the earliest known record book of the church, a parish register beginning 1750. Grace Church, Christ Church and Trinity Church were all formed from St. John's.

For a full account of this church see Dr. Clark's "History of St. John's Church," Hatfield's "History of Elizabeth," Ricord's "History of Union County" and Bi-Centenary Pamphlet, published in 1903.

## ST. JOHN'S CHURCH YARD.

In 1859, when the present church was erected, many of the grave-stones were moved, and again in 1895, when the rectory was built, the stones on the south side of the church were removed to the north side, so that few, if any, stones now indicate the location of the graves, some of which are under the present church. The yard, as it was in 1892, was mapped, and inscriptions on the stones copied. (See "Inscriptions on Tombstones and Monuments in the Burying Grounds of the First Presbyterian Church and St. John's Church," by Wheeler and Halsey.) It is said that in the cholera season of 1832 a great trench was dug in which many bodies were placed. There is a tradition that part of the yard was consecrated by a Roman Catholic Bishop.

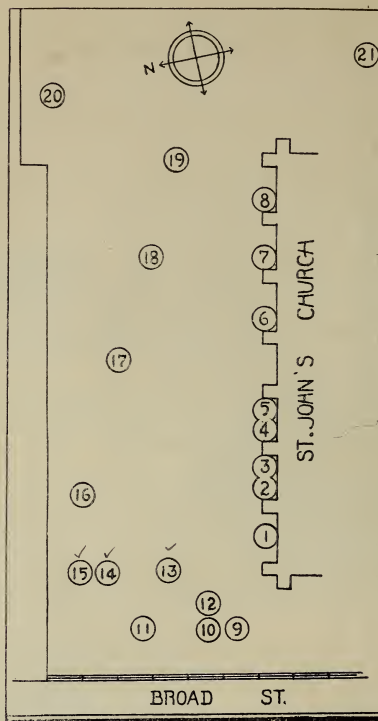


PLATE IV.

Maxwell S. Simpson

### ST. JOHN'S CHURCH YARD.

*(The figures refer to diagram.)*

1 Demoiselle Julie Du Buc de Marcucy. Inscription in French and English.

2 Charles Townley, son of Col. Richard Townley, who gave the land on which the church stands.

3 Capt. Jonathan Hampton. Member of the Colonial Assembly; "a gentleman of the old school" (Hatfield's Elizabeth).

4 Col. Jacob DeHart, father of Mayor John DeHart.

5 John and Margaret Dennis. Mrs. Dennis presented to the church, before 1750, a silver cup, still in use in the communion service. She "spun the flax to make the linen for the napkins and tablecloth for the communion table, and spun the flax to send to England to make the linen, which was sold to procure the means to purchase the cup."

6 Peter Sonmans and wife. He was one of the Proprietors of the Province of East Jersey. Mrs. Sonmans appears to have buried two husbands and she herself died, all in a little over a year and a half.

7 Lady Ann, widow of Baron de Clugny, Governor of Guadeloupe. Inscriptions in French and English.

8 Isaac H. Williamson, Governor of New Jersey 1817-1829. President of the Constitutional Convention of 1844; son of Gen. Matthias Williamson.

9 Capt. Wm. C. DeHart, Captain Second Artillery, U. S. A., on General Scott's staff in Mexico.

10 Capt. Cyrus DeHart, an officer of the Revolution, father of Capt. Wm. C. DeHart (9).

11 Mary, widow of Joseph Louis, Count d'Anterrockes, a leader in the French colony here. (See Ricord's "History of Union County," chapter on "Former French Residents.")

12 Dr. John Chetwood, who lost his life while ministering to the cholera sufferers in 1832.

13 Capt. John Rucastle. "Testimony of respect by an unknown friend."

14 Col. Edward Thomas, Revolutionary patriot.

15 Thomas vault.

16 Kean Vault, rebuilt in 1913. Here are buried members of the family of Peter Kean, including his mother, a niece of Gov. Wm. Livingston, and wife of Count Niemcewicz.

17 Capt. Baker Hendricks. A famous Revolutionary soldier, said to have been a spy. (See Hatfield's "Elizabeth.")

18 "To my Mother and Sister."

19 Andrew Craig and wife. Born before the settlement, and one of the Associates. At his house Rev. George Keith preached, Nov. 3, 1703, and baptised four of his children. This is the first Episcopal service here, so far as known, and led to the establishment of St. John's Church.

20 John DeHart, member of the Continental Congress and Mayor of the Borough. An incorporator of St. John's Church. The slab, which is of sandstone, is fast disintegrating. (See his portrait in the Warden's room.)

21 Mrs. Susannah Williamson, wife of Gen. Matthias Williamson, who "possessed all the amiable virtues of her sex without their faults."

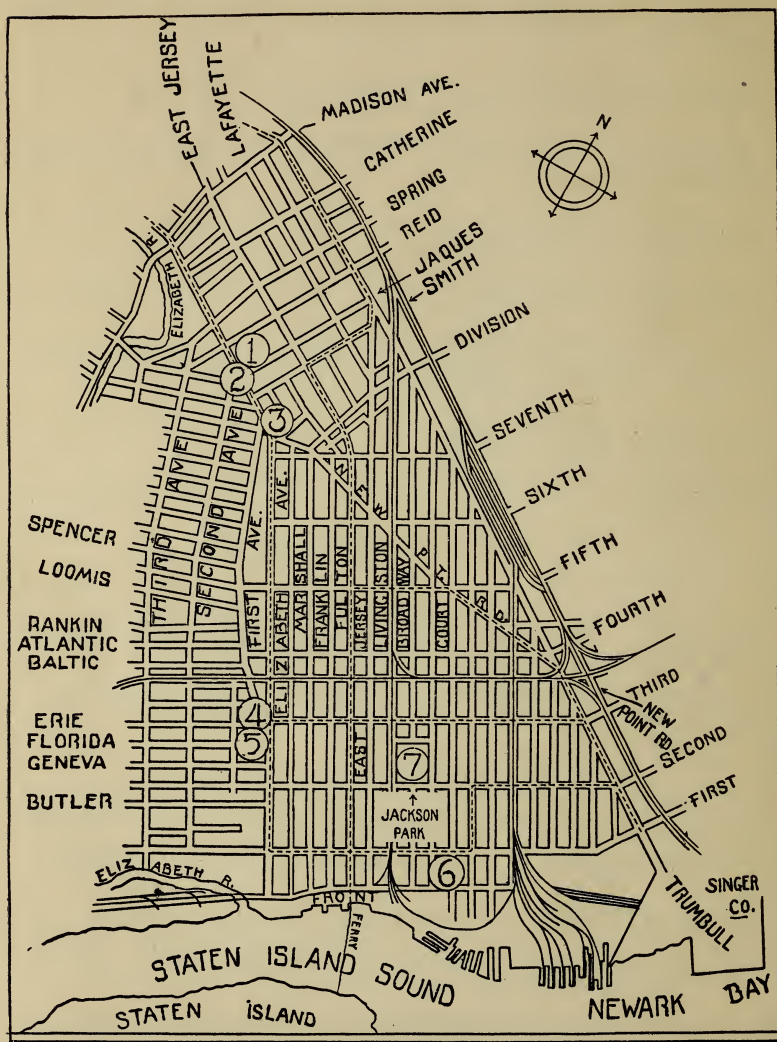


PLATE V.

Maxwell S. Simpson

Route II. Elizabethport, etc.

## ROUTE II. ELIZABETHPORT, ETC.

ELIAS D. SMITH.

FORMER SUPERINTENDENT OF SCHOOLS.

*Begin at Elizabeth Avenue and Reid Street.*

*(Figures refer to Plate V, p. 30.)*

1 **Moses Ogden House**, 927 Elizabeth Avenue, a well-preserved stone mansion, erected in 1759 by Mr. Moses Ogden, one of the early trustees of the First Presbyterian Church. His daughter Nancy married Col. Francis Barber, a distinguished officer of the patriot army, who was severely wounded at the Battle of Monmouth. The house was long called by his name, but in later years has been better known as the Angus House, having been occupied by Mr. Jas. W. Angus, a leading citizen, about forty years, from 1848.

2 **Olympia Square**; nearly opposite (1). In a triangle is a breech-loading gun (breech-block removed) bearing the inscription:

THIS GUN WAS TAKEN FROM THE SPANISH CRUISER CASTILLA AFTER THE DESTRUCTION OF THE SPANISH FLEET IN MANILA BAY BY THE AMERICAN FLEET, MAY 1, 1898.

3 **The Minute Man**, erected at Union Square, on the site of the Continental Outpost during the invasion of Elizabethtown, June 8, 1780. This fine monument, standing at the intersection of the Old Road (now First Avenue) and the New Point Road, which bears away sharply to the left, and gave access to Crane's Ferry (now included in the extensive grounds of the Singer Manufacturing Co.) marks the site of the attack on the outposts of the patriot army, June 8, 1780, by General Knyphausen's column of about 6,000 English and Hessians, in which engagement General Stirling, leading the advance, was seriously wounded. A little further below, at the intersection of Third Street, Elizabeth Avenue, laid out in 1835, in a straight line from Union Square, rejoins the old King's Highway and continues as part of it to the water's edge.

*Inscription.* ELIZABETHTOWN. ON THIS SPOT, AT DAYBREAK, JUNE 7, 1780, BEGAN THE FIGHTING AGAINST THE BRITISH FORCES MOVING TOWARD SPRINGFIELD. HERE FELL GENERAL STIRLING AT THE HEAD OF THE ADVANCING COLUMN. ON JUNE 8, AFTER THE BRITISH RETREAT FROM SPRINGFIELD, GENERAL HAND HERE ATTACKED AND DROVE BACK THE 22ND REGT. TO THE BRITISH MAIN POSITION AT THE POINT. SKIRMISHING ON THE GROUND CONTINUED UNTIL THE BRITISH RETREAT TO STATEN ISLAND. JUNE 23RD.—ERECTED BY THE STATE OF NEW JERSEY, A. D. 1905.

Leaving the monument on our left the Old Road bears away to the right and, with a long, graceful curve, passes the old Ricketts' Farm, which comprised some 250 acres, located on the right of the road approximately between Spencer and Atlantic Streets. Beyond this farm, to the southwest and extending to the river, was the Spencer Farm, the main house of which is still standing, very much altered and modernized, in good condition.

4 **Mack Monument**, erected in memory of Mayor William A. M. Mack, one of Elizabeth's most faithful and beloved officials. The plain, solid shaft is representative of the qualities that endeared him to his fellow citizens, who have shown this expression of esteem. It stands in Liberty Square.

5 **Boundary Stone.** Near by, on the grounds of the Branch Library building recently dedicated, is probably the oldest landmark in the city. Enclosed by an iron railing bearing a suitable inscription by the Sons of the American Revolution, is the boundary stone marking the lands of Richard Townley and Benjamin Price. The initials "R. T." and "B. P." appear on either side, and the date, 1694, is plainly chiseled on the top. The land to the right, extending to the river, was known as the Rising Sun Farm.

From this point the road runs directly to the Staten Island Sound, at the entrance of the river where was the ferry landing. Sail boats at first carried the traffic, but in 1808 the Steamer "Raritan" was put on the route to run between New York and New Brunswick, and made regular stops at "The Point." In 1813 the new steamboat "Sea Horse" was making two trips a day to Paulus Hook (Jersey City), opposite New York, and in 1815 was running directly to New York. At the ferry was a tavern in 1679, at which Jasper Dankers and Peter Sluyter stopped over night, eating their own provisions and sleeping on the floor before the fire. These were two missionaries sent from Holland to look for a home for their co-religionists. Its place is now filled by the Red Jacket Hotel, at the corner of Front Street and Elizabeth Avenue, but the ferry service was transferred to the foot of Broadway on the completion of the railroad to Plainfield about 1834, and was entirely discontinued some years ago.

The new location was helped very much by the laying out, in 1835, of "The New Manufacturing Town of Elizabeth-Port," a real estate operation of Edward Kellogg, a wealthy business man of New York, and his associates, who bought all the tract between the King's Highway and the present line of Pine Street, extending back to the New Point road leading to Crane's Ferry. They plotted the ground into long narrow blocks and built a large hotel near the foot of Broadway, and five two-story-and-basement houses near by, very much as our real estate operators do today, to boom the town.

6 The hotel went up in flames many years ago, but the five houses are still standing, much altered in outside appearance.

7 In Jackson Park, opposite the parish school house of St. Patrick's Church, upon a suitable stone foundation, is mounted a shell which was recovered from the battleship "Maine," bearing the inscription,

"ERECTED BY THE CITY OF ELIZABETH IN MEMORY OF THE SAILORS WHO LOST THEIR LIVES ON THE BATTLESHIP MAINE IN HAVANA HARBOR ON FEBRUARY 15, 1898, ONE OF WHOM, CHARLES F. J. FADDE, WAS A NATIVE OF THIS CITY."

## ROUTE III. SOUTH AND WEST.

RUSSEL W. WOODWARD.

FORMER MEMBER BOARD OF TRUSTEES, OLD PUBLIC LIBRARY.

(*Figures refer to Plate VI, p. 34.*)

*Start at the bridge on South Broad Street and walk along the south side of Washington Avenue (called Old Broad Street before its widening.)*

1 **Captain Jacob De Hart House**; the first of a row of houses on very old foundations, owned by Captain De Hart in 1742. In 1753 he advertised European and East Indian goods for sale in his store, received from his vessels at his own wharf nearby.

2 **Mary Allison House** (greatly changed); northeast corner of Washington Avenue and Pearl Street, owned by Mary Allison in 1771, and by John LaGrange in 1779.

3 **Chetwood House**, opposite (2); a brick house built for Judge John Chetwood in 1770. In 1815 Caleb Halstead, Jr., bought this property for \$4,750.

4 **Halstead-Williamson House**, southwest corner of Washington Avenue and Pearl Street, built by Major Halstead's grandfather, Caleb Halstead, Jr., in 1799. In this house Major Halstead was born. Subsequently it became the home of Mrs. Charles Williamson.

*Go west on Pearl Street.*

5 Site of the *First Presbyterian Church Parsonage*, south side of Pearl Street (old Rahway Road) near Race Street; the private residence and grounds of many acres of the Rev. Jonathan Dickinson, for nearly forty years the pastor of the First Presbyterian Church. Here Mr. Dickinson received and taught students for the ministry, taking them into his family. In April, 1747, he became the first President of the College of New Jersey, now Princeton University, of which he was the founder. It is claimed by some that in fact Princeton was really born in Mr. Dickinson's house (but see p. 24).

After Mr. Dickinson's death in October, 1747, this property was transferred by his heirs to the trustees of the First Church for a parsonage. During the Revolution it was used for barracks by the patriot forces. Because of this and their hatred of the Rev. James Caldwell, the patriot chaplain who resided here, the British soldiers burned the house, February 25, 1779.

6 Site of the *Red Store*, opposite side of Pearl Street, near Rahway Avenue, at one time the property of Col. Cornelius Hetfield, an elder of the First Presbyterian Church. After the burning of the church, January 25, 1780, Colonel Hetfield fitted up the Red Store as a meeting-house, and it was so used until the church was rebuilt on Broad Street. It was afterwards removed to the opposite side of the street, rebuilt and occupied by Edward Price.

7 **Jelf House**, 807 Pearl Street, a portion of the former residence of Joseph Jelf, the western half of which was built before 1772 by him. He did a large mercantile business in his store adjoining, importing goods from the West Indies in his own vessels, which were unladed at the wharf near the Stone Bridge. The house was long occupied by the Oliver and Price families. The ground in this locality in Revolutionary times was much higher than now, having been known as Jelf's Hill.

*Go west on Washington Avenue.*

8 Site of *Rose Hill*, west side of Washington Avenue, south of South Street, a fine old residence which was torn down some years ago. The administrator of

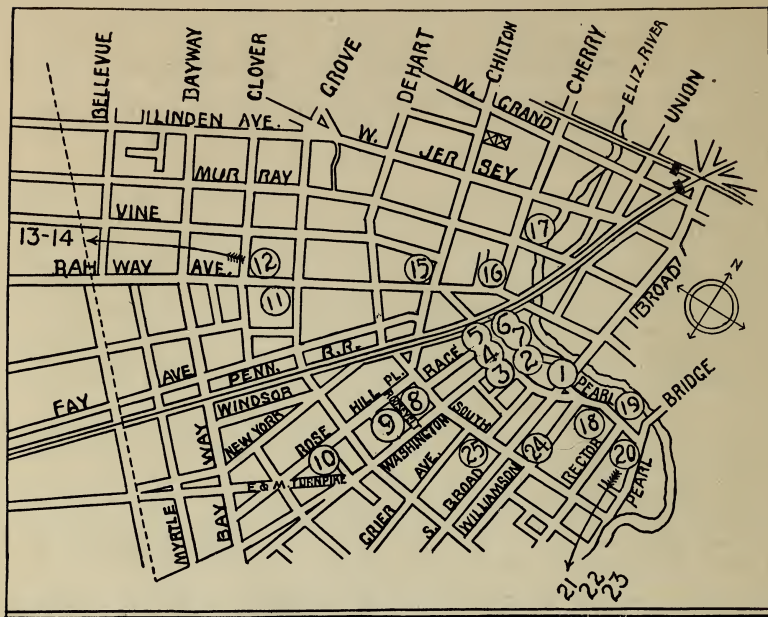


PLATE VI.

Maxwell S. Simpson

## Routes III and IV. South and West.

Trigant De Latour conveyed it, January 21, 1807, to Williamson and Barber, who, December 31, 1810, in turn conveyed it to Joseph Nicholas Michel Gaigneron Marolles, a French gentleman from the Island of Guadeloupe. July 15, 1815, Thomas Gibbons, a wealthy planter of Savannah, acquired the property, occupying it at first only as a summer residence. Litigation between Gibbons and Col. Aaron Ogden, who together held the lease of the Old Point Ferry Route from Elizabethport to New York, was carried to the Supreme Court of the United States, thus opening the inland waters of the country to interstate commerce.

9 Milestone, north side of Washington Avenue, near Roosevelt Street; one of the old stones on what was once part of the Essex and Middlesex Turnpike, reading "5 MILES TO NEWARK" (or "Neauk," as it appears to have been spelled).

10 Site of *Cherry Lawn*, further south, where Washington Avenue merges into the old Essex and Middlesex Turnpike, another of Elizabeth's once proud residences built in the graceful style of a French country house. It was erected by John Ross about 1725. In 1746 Matthias Baldwin of Newark married Mary Ross and took up his residence in this house. His grandson, Matthias Baldwin, who was born here, became the founder of the famous Baldwin Locomotive Works of Philadelphia.

Later the property came into the possession of John M. Trumbull, the son-in-law of Thomas Gibbons. About 1841 it was owned by Charles King, and the handsome residence then became known as "Cherry Lawn." Upon accepting the Presidency of Columbia College, in 1847, Mr. King removed to New York, having sold the property to Louis De Casse, who resided there for many years.

This property, like that of Rose Hill, has since given way to the requirements of the City's growth, and these fine old residences, which had with increasing years fallen somewhat into decay, have been torn down, streets cut through the properties, new houses have been erected and so many changes have taken place that only the older citizens now speak of the still remembered charms of *Cherry Lawn* and *Rose Hill*, whose glories now remain only in the history of old Elizabethtown.

*Continue along the Turnpike to Bay Way and follow that street under the Pennsylvania R. R. arch to Fay Avenue; then go to the right one block and via Dewey Place to Rahway Avenue.*

11 **The Old Chateau**, 408 Rahway Avenue, on the estate belonging to Cavalier Jouet, grandfather of the late Chancellor Benjamin Williamson and a descendant of Daniel Jouet, Mayor of Angers, France, and Marie Cavalier, a sister of Jean Cavalier, the famous "Camisard," the hero of the War of the Cevennes in France, during the reign of Louis XIV. During the Revolution this property was confiscated, as Cavalier Jouet was regarded as a Tory, remaining loyal to the King, whose country had given his forefathers an asylum, when obliged to leave France. A famous school for boys was conducted here for many years by the late Julius A. Fay.

12 **Jouet House**, nearly opposite (11), the home of Daniel Jouet, grandfather of Cavalier Jouet, said to have been built before 1750. **SIDE TRIP TO WHEATSHEAF, ON THE RAHWAY ROAD.**

13 **DeMalhelbe Mansion**, a noted country seat, built about 1799, by Count Joseph Louis d'Anterrockes for his friend M. Paul de Malherbe, of Martinique. At that time there were many Frenchmen living in Elizabeth. About 1833 this house became the residence of M. Coudert, father of the members of the famous law firm of Coudert Brothers, New York.

See chapter on "Former French Residents in Elizabeth," in "Ricord's History of Union County."

14 **Wheatsheaf Tavern**, one of the oldest inns on the "King's Highway" (see pp. 13-15); this part of Rahway Avenue is called St. George's Avenue.

*Return along Rahway Avenue.*

15 Site of an old *school house*, northwest corner of Rahway Avenue and Chilton Street, marked on the map of the late Ernest L. Meyer (p. 4) as located here in 1728.

16 **De Hart House**, northwest corner of Rahway Avenue and Cherry Street, built as early as 1766 by Col. Jacob De Hart or his son John. John De Hart was a member of the Continental Congress, Mayor of the Borough of Elizabethtown, and chosen first Chief Justice of New Jersey, although he declined the honor. The last of the name to occupy the house was the widow of the second John De Hart, son of the above. She was a daughter of Chevalier d'Anterrockes and died here in 1862. It is said that the house was used by British soldiers during the Revolution.

*Go up Cherry Street to Murray Street.*

17 Site of the *Colonial Barracks*, east side of Cherry Street, north of Murray Street. In 1751 Henry Garthwaite gave a deed for land on which to build barracks which were finally erected through the Legislature about 1759. These barracks, like others in the colony, consisted of one long main building, with two wings extending at right angles, leaving a partially enclosed court, and they accommodated about 300 men. (See p. 40.)

Murray Street, a modern street, was named in honor of the Rev. Nicholas Murray, pastor of the First Presbyterian Church.

*Continue to West Jersey Street and thence to Broad Street.*



(Photographed by D. W. Barton)

N. Bonnell House.  
Ogden House.  
Crane House.  
DeHart House.

Old Chateau.  
N. Woodruff House.  
McGowan (Hibbins) House.  
Hetfield House.

## ROUTE IV. LOWER PEARL STREET, ETC.

RUSSEL W. WOODWARD.

FORMER MEMBER BOARD OF TRUSTEES, OLD PUBLIC LIBRARY.

*South Broad and Pearl Streets, along the line of Pearl Street and the Elizabeth River; back through South Street to Washington Avenue and thence to the site of the old Stone Bridge*

*(Figures refer to Plate VI, p. 34.)*

18 The **Williamson House**, now part of St. Elizabeth's Hospital, southeast corner of Pearl and Williamson Streets, said to have been built in 1776, but greatly changed in recent years. Gen. Matthias Williamson, who built it, was an officer of the Revolution. He was the father of Gov. Isaac H. Williamson and grandfather of Chancellor Benjamin Williamson. He died, aged 91, in 1807.

19 **St. John's Parsonage**, 633 Pearl Street, was originally built by Andrew Hamton (or Hampton), who is said, by a carefully preserved family tradition, to have eloped from Scotland with "Lady Margaret Cummins, or Cumyns." He settled in Elizabeth-town and built this house. Although enlarged in 1765, and largely rebuilt in 1817, a portion of the old structure is still there, and on a stone is an inscription, "A. H. M. 1696," and elsewhere, "1697 Andrew Hamton and Margaret." In 1749 it was purchased for £162 by trustees for St. John's Church, to be used as a parsonage and glebe, and in 1765 it was transferred to the Corporation of St. John's. There were about four acres of land fronting on Pearl Street and extending along the river from Broad Street to the Pruden property, including the site of the present St. James M. E. Church. The house, with its present lot, was sold by St. John's vestry in 1902, other portions of the land having been disposed of previously from time to time.

20 **Bonnell House**, at 115 Pearl Street, built between 1760 and 1770, but somewhat changed. Like the Hetfield House it gives but little outward appearance of its age. It is now occupied by F. V. Bonnell, a descendant of the original owner. In the earlier days the farm consisted of many acres running west as far as the Halstead Point Road, where the Williamson house now stands.

21 **Hetfield House**, foot of Pearl Street, near the Elizabeth River, supposed to have been built in 1667. It is undoubtedly the oldest house in the city, though greatly changed in its outward appearance.

The property was conveyed by Abraham Lubbersen to Matthias Heathfield, Dec. 5, 1673. His descendants still own it, though the family name is now spelled Hetfield. The house has been remodeled in recent years, but no change has been made in the arrangements of the interior, still in the old Dutch style. The early councils between the whites and the Indians are said to have been held here. The variation in floor levels, old-fashioned staircase, china closet decorated with a rising sun, and other curious features are worthy of note.

On the mouth of the well, having still a well-sweep, is a large stone of one piece, a perfect cylinder, with just enough room for a bucket to pass through it freely. This, with the hitching post and carriage block, was done with great precision and was no doubt hewn out and finished, partly at least, by slaves who lived on the premises in a cabin not far distant from the house. See date inside the well stone.

22 Site of old *Race Course*; about half a mile beyond the Cornelius Hetfield house was the "Elizabethtown Race Course, in the field of Isaac Hetfield," (see plate I, p. 4), reached by the Halstead Point Road. Halstead Point, on Staten Island Sound (or the Kill Von Kull) was a place noted in the Revolution as a base of raids to and from Staten Island by the British soldiers and by the Continentals—by boat in summer and upon the ice in winter. The inhabitants of Elizabethtown suffered severely from the British marauders in the winter of 1779-80. (See pp. 9, 42.)

23 **Griffith House**, near the northwest corner of Hatfield and Pearl Streets, built about 1811 by Edward Griffith, who came from Staffordshire, England, and who introduced the making of pottery into this part of the country. His pottery was on Pearl Street, next to the house of Isaac Bonnell. To this new home came Miss Julie Francoise Gabrielle d'Anterroches as his bride. He died in 1820, and Mrs. Griffith later married Warren Rogers and became the grandmother of Warren Rogers Dix. The Griffith House has been allowed to fall into decay, but still shows traces of having been a fine mansion.

Between the Griffith House and the corner once stood a picturesque stone house occupied by John De Hart, the younger, before he moved to Rahway Avenue. (See p. 36.)

*Return to South Street and proceed west to Williamson Street.*

24 Site of old *School House*, at the northwest corner of South and Williamson Streets, nearly opposite the new Battin High School; the original school was built prior to 1780, as shown by E. L. Meyer's map of Old Elizabethtown, 1775-83 (p. 4). The new building (1914) is in remarkable contrast with the humble structure erected 134 years ago.

25 **W. W. Pinneo House**, south side of South Street, west of Broad Street. On this site was a large house built by Louis Terrier de Laistre, a French refugee. Later the house was occupied by George and William Halstead, brothers of ex-Chancellor Halstead. The present house was built in 1838 by W. Ross, a wealthy Mobile merchant, who occupied it at first as his summer residence. Its style of architecture is worthy of note.

## ROUTE V. NORTHWEST SECTION.

WILLIAM J. MAGIE, LL. D.,  
EX-CHANCELLOR STATE OF NEW JERSEY, FORMER SUPERIN-  
TENDENT OF SCHOOLS.

*Go up North Broad Street to the Post Office.*

**1 Williamson House.** Going north from the railroad arches on North Broad Street (which was the old road to Newark), the first site of historic interest is on the northwest corner of North Broad Street and Westfield Avenue, now occupied by the Post Office. At the outset of the Revolution, Edward Vaughn Dongan owned a large tract on the corner of the old road to Newark and Mill Lane. This lane ran west to the river, and by a ford below the dam access could thus be had to Crane's mill. The lane is now included in Westfield Avenue. Dongan adhering to the Crown, his property was confiscated and this tract was bought by General Elias Dayton, a distinguished officer in the Revolutionary War. After his death his administrators, in 1808, sold it to Isaac H. Williamson, who built thereon a house in which he lived until his death. He became Governor and, as such, Chancellor of New Jersey, in 1817 and held that office until 1829. He entertained Lafayette there on his last visit. After his death and the death of his widow, the house was owned by his son Benjamin, who was Chancellor in 1852-59. He altered and enlarged it and resided there till his death. On the acquisition of the title by the United States the building was moved to Westfield Avenue and is now a part of the clubhouse of the Elks.

**2 Soldiers' and Sailors' Monument, Military Park, North Broad Street.**

*Inscription.* TO THE SOLDIERS AND SAILORS WHO FOUGHT TO PRESERVE THE UNION. 1861-1865.—ERECTED BY THE CITIZENS OF ELIZABETH, N. J., JULY 4, 1906.

**3 Site of Trotter's Bridge.** Farther north, on North Broad Street, we reach Parker Road, which before the Revolution was called the "Road leading to Trotter's Bridge." That was a bridge across the river where a bridge now stands, south of the dam of the upper reservoir. It is a tradition that during the Revolutionary War there was a smart skirmish at this bridge. If so, it was probably at the time of the invasion under Knyphausen, or that later under Sir Henry Clinton. On each occasion the British force was so large that it would naturally advance on parallel roads, and this road led into the road to Springfield and also, by a cross road, to the Galloping Hill Road.

**4 School Triangle.** The triangular piece of ground at the junction of North Broad Street and Salem Avenue has an historic interest. On that lot had been erected, before 1773, a school house, a cut of which is annexed. On August 27, 1773, Edward Thomas conveyed that triangle, described as being in the "North End" of Elizabethtown, with the school house thereon, to Abner Woodruff, Stephen Hinds and David Lyon, who resided in the neighborhood, in trust for the use of those of "the inhabitants of Elizabethtown dwelling in that part of the town commonly called the North End," "for a school house for the education of their children forever." The school house remained standing and was used for school purposes for many years. Becoming unsafe it was removed. The bell which hung in the cupola is now at the State House in Trenton.



**Old North End School House**

Below the south point of the triangle, a brook crossed the old road to Newark. This brook rose in a pond, or ponds, east of what is now Newark Avenue. It was called Brackett's Brook and is referred to in deeds of adjoining property and also in the Bill and Answer in Chancery. After crossing the old road to Newark, under a bridge, it ran along the rear lines of property fronting on the old road, then crossed the road to Trotter's Bridge and finally reached the river above the site of the present reservoir. It is now entirely absorbed in the large sewer which was laid along its course.

*Return to Parker Road and follow it to Morris Avenue.*

**5 Crane House.** Going west on Parker Road and crossing the river, Morris Avenue is reached near its junction with Cherry Street, formerly the road from the Barracks to Springfield (pp. 35, 42). South of the junction stands a house, part of which was built before the Revolution. It faces south, having Cherry Street at its side. The house is distinguished by the fact that from its first building it has been resided in by the builder and his lineal descendants to this day.

The Morris Turnpike Road was laid out after the Revolution, but at this spot nearly coincided with the old road. On this road was

**6 The Residence of Governor William Livingston,** built before the Revolution, then called **Liberty Hall** and still standing. Livingston was Governor of New Jersey during the Revolution, and his activity in the patriot cause occasioned so much animosity on the part of the British and their sympathizers that it is wonderful that his house escaped the destruction that befell so many public and private buildings. The building is in fine preservation and has long been the residence of the Hon. John Kean, former United States Senator.

The early divisions of lands by the Associates of Elizabethtown, led to the establishment of families in different parts. Thus, on the northeast, was *Woodruff's Farms*, on the west was *William's Farms*. These names have long since ceased to be used. On the north, however, was *Lyon's Farms*, a name which has continued to this day.

The *Boundary Line* between Elizabethtown and Newark was in dispute at a very early date. Committees from both towns met upon the ground and in a solemn way, with prayer and exhortation, agreed upon a line, as is detailed in *Hatfield's* and other histories. Unfortunately the agreed upon line came into dispute in the following manner. The Act establishing the County of Union fixed its northern line as the line between the Township of Clinton, which had been formed from Newark, and the Township of Union, which had been formed from Elizabethtown. Twenty years after the formation of the County of Union, the location of the boundary line came into dispute and commissioners were appointed to ascertain it. The action of the commissioners was objected to by Union County and set aside by the Supreme Court. (*Freeholders of Union v. Freeholders of Essex*, 14 Vr. 391.) A Writ of Error was taken thereon. On March the 17th, 1882, the Legislature passed an Act definitely locating and establishing the boundary, and the long dispute was thus finally settled.

The Writ of Error was dismissed by the Court of Errors (S. C., 15 Vr. 438) on the ground that the Legislature had already settled the question.

## ROUTE VI. CONNECTICUT FARMS; LYONS FARMS; SPRINGFIELD.

HOBART L. BENEDICT, M. S., LL. B.

Connecticut Farms, at one time also known as Wade's Farms, was settled mostly by people of the second or third generations from the old planters, being members of the Bonnell, Meeker, Crane, Wade, Headley and Townley families, and the Potter family of Newark. These are the family names as given in *Hatfield's History of Elizabeth*. To these we might also add the Sayre family, which located in the more western portion of the township, the members of which family have been quite prominent in the management of local affairs.

Hatfield says that it cannot be determined who gave the name of Connecticut Farms to the settlement, but that possibly it originated with the Wades, who came directly from Connecticut.

The Township of Union was incorporated by Act of the Legislature, passed November 23, 1808.

Lyons Farms, which was until very recent years a part of Union Township, was mostly settled by planters by the name of Lyon.

Springfield was settled in 1717, principally by families of the name of Briant, Stites, Denman, Whitehead and Van Winkle.

The old Galloping Hill Road started from Elizabeth and, for a ways, ran parallel, or nearly so, with the present line of the Central Railroad of New Jersey, and branched off, running past the present dwelling of David T. Magie and across the Lehigh Valley Railroad to a point near where St. Luke's Chapel is now situated, and from thence along what is now known as Chestnut Street, to the foot of the hill on which was and is situated the Presbyterian Meeting House. It was along this road that the British advanced on both of the expeditions to Springfield.

(Figures refer to Plate VII, p. 43.)

1 **Presbyterian Church**, at Connecticut Farms, on the site of the original building. This church was organized about 1730. It was burned by the British during their retreat, June 7, 1780. At this point also the British, on their second advance, on June 23, 1780, formed into two columns and moved to Springfield, where they were repulsed. A tablet was erected upon this building by the State of New Jersey in 1905. The one hundredth anniversary of the Sunday School connected with this church was celebrated some six or seven years ago.

*Inscription. CONNECTICUT FARMS. HERE STOOD THE PRESBYTERIAN CHURCH AND HERE WAS FOUGHT THE BATTLE, JUNE 7, 1780, BETWEEN AMERICAN FORCES UNDER GEN. MAXWELL AND COL. DAYTON AND THE BRITISH ARMY ON ITS ADVANCE TO SPRINGFIELD. THE CHURCH AND VILLAGE WERE BURNED BY THE BRITISH DURING THEIR RETREAT, JUNE 23, 1780. THE BRITISH SECOND ADVANCE HERE FORMED INTO TWO COLUMNS AND MOVED TO SPRINGFIELD, WHERE THEY WERE REPULSED.—ERECTED BY THE STATE OF NEW JERSEY, A. D. 1905.*

2 **Cannon** captured from the British at the time of the battle of Connecticut Farms. It rested for years in the turf meadow lying to the southwest of the old church and was drawn out by



Connecticut Farms Presbyterian Church.

Joel Searing with the aid of two yoke of oxen. During the Centennial Celebration of 1876, Capt. William Brant mounted the cannon on his old ox cart and conducted it in the parade in Elizabethtown. The old ox cart broke down during the parade, and the citizens of Elizabethtown scrambled for the pieces thereof, thinking they were relics of the Revolution. For several years the cannon was mounted on a masonry foundation in the school house yard. This foundation having crumbled, through the efforts of the citizens of Connecticut Farms a gun carriage was obtained and it was mounted in its present location.

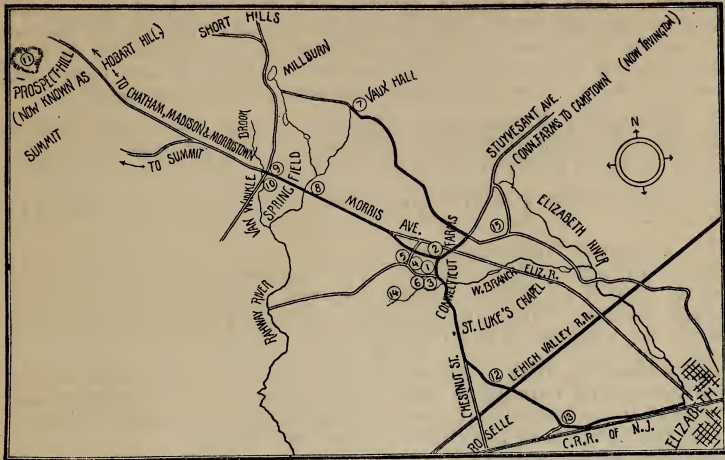


PLATE VII.

Maxwell S. Simpson

Route VI. Connecticut Farms, Lyons Farms and Springfield.  
Compiled by Hobart L. Benedict.

3 Knoll, situate on the west bank of the west branch of the Elizabeth River, on which a stand was made by the militia—sixty in number—giving a temporary check to the enemy. The principal battle occurred on the heights behind the church and village, Colonel Maxwell and his brigade taking positions thereon to intercept Major-General Knyphausen on his advance.

6 Site of the *Old Parsonage* burned by the British on June 7th, 1780, in which Hannah Ogden, wife of Rev. James Caldwell, was killed. *Tablet* here reads:

NEAR THIS SPOT STOOD THE PARSONAGE IN WHICH HANNAH OGDEN, WIFE OF REV. JAMES CALDWELL, WAS KILLED BY A BRITISH SOLDIER, JUNE 7, 1780.—ERECTED BY THE STATE OF NEW JERSEY, A. D. 1905.

5 **Wade House**, owned by Capt. Henry Wade at the time of the Revolution, situated about directly opposite the house in which Mrs. Caldwell was shot and to which her body was carried. This house and one other were the only houses left standing by the British after their retreat. The house was afterwards owned by Phineas Crilley and is now owned by Mrs. Anna Cernecaro.

6 **Old blacksmith shop** in front of which tradition says four Hessian soldiers were buried after one of the battles of Connecticut Farms.

7 **Bridge at Vauxhall**, at which a battle was fought by Major Lee, under Captain Walker, and supported by Colonel Ogden's command. This is the bridge that Hatfield refers to as "Little's Bridge."

8 Bridge dividing Union Township and Springfield Township and locally known as the "**Battle Bridge**," at or near which the principal battle of Springfield was fought. The defense of the village was entrusted to Colonel Dayton's regiment of the New Jersey brigade, Stark's, brigade and the remainder of Maxwell's.

Colonel Angell, of Rhode Island, and two hundred men were stationed at this bridge to check the British advance. It was at this battle that Parson Caldwell galloped to the church (9, below) and securing an armful of hymn books, returned and made the famous remark, "Now put Watts into them, boys" (pp. 22, 23).

9 **Springfield Presbyterian Church.** It was from this church that Parson Caldwell obtained the hymn books given to the Continental soldiers referred to in No. 8, above.

10 **Revolutionary cemetery,** recently restored and decently put in order.

11 **Prospect Hill,** now known as Hobart's Hill, on which was kept at the time of the Revolution an eighteen-pounder signal gun and tar barrel on a signal pole. On the occasion of both of the British advances both the gun and the tar barrel were used to advise the citizens of the coming of the British.

12 **Gallopig Hill,** from which the road takes its name. The tradition of the naming of this road is that a courier galloped up this road to Connecticut Farms and Springfield, advising the patriots of the advance of the British. See Note below.

13 **Tin Cup Well.** Near this place a poor, half-witted boy was bayoneted by the British for refusing to accompany them in their advance.

14 **Turf Meadow,** located to the southwest of the old Presbyterian Meeting House, in one of the pits of which the old cannon referred to as No. 2, above, reposed for many years. In the early days all the farmers in the vicinity of Connecticut Farms owned, as part of their farm, a small piece of turf meadow, from which turf was taken to be used as fuel.

15 **Old Brant Homestead,** which is still standing and is now occupied by James L. Headley.

### GALLOPING HILL MONUMENT.

The monument stands on a triangular plot of ground at the corner of Colonia and Galloping Hill Roads. It is a block of Barre granite with a bronze tablet bearing the following inscription:

HERE THE BRITISH TURNED INTO GALLOPING HILL ROAD FROM ELIZABETHTOWN TO CONNECTICUT FARMS AND SPRINGFIELD AT THE TIME OF THE BATTLES JUNE 7 AND 23, 1780.

WASHINGTON AFTERWARD SAID OF THE NEW JERSEY MILITIA, "THEY FLEW TO ARMS UNIVERSALLY AND ACTED WITH A SPIRIT EQUAL TO ANYTHING I HAVE EVER SEEN DURING THE WAR." A SON OF GEN. WILLIAM CRANE IS SAID TO HAVE BEEN BAYONETED TO DEATH BY BRITISH SOLDIERS NEAR THIS SPOT.—ERECTED BY BOUDINOT CHAPTER, D. A. R., OF ELIZABETH, N. J., JUNE, 1913.

The plot of ground was presented to the National Society, D. A. R., by the Borough of Roselle Park at the time of the unveiling of the tablet by Miss Mary G. Van Vranken and Anna J. Crouthers, M. D., regent and chaplain respectively of Boudinot Chapter, D. A. R.

## OUTLINE OF THE CITY CHARTER.

JAMES C. CONNOLLY,

JUDGE OF UNION COUNTY COURT OF COMMON PLEAS.

The first *city* charter of the City of Elizabeth was granted by the State Legislature, March 13, 1855, subject to ratification by the citizens of the then Borough of Elizabeth. The charter thus granted remained in force until March 4, 1863, when the present charter was passed by the Legislature. It will be found in the pamphlet laws of 1863, p. 109.

The amended charter of 1863 provided that the corporate name of the municipality should be "The City of Elizabeth"; that a Mayor should be elected annually; that a City Council of twelve members should be elected, the term of the members being two years each; that a Board of Education should be elected to consist of two members from each ward, the members to serve for two years each. It also provided for the appointment by the City Council of a City Clerk, City Treasurer, a Street Commissioner or Street Commissioners, a City Attorney, a Sealer of Weights and Measures, a Chief of Police and one or more assistants, one or more Overseers of the Roads, one or more Overseers of the Poor, and such other subordinate officers as the Council should think necessary.

The Charter was amended in 1872, giving power to the Mayor to appoint a Comptroller, with the advice and consent of City Council. Under a general law he is now appointed by the City Council. The terms of office and the duties of the officers elected or appointed under the Charter have been in most cases changed and amplified. The number of wards was originally three, but has increased from time to time, so that there are now twelve; at the present time two councilmen, elected for two years, represent each ward. Another change is in the status of the Board of School Commissioners. That body is now distinct and separate from the city, and is a body politic and corporate, the same as the city itself, and has full and complete control of the taxes raised for school purposes.

The other principal powers of the city under the charter are to create police and fire departments, to open and close streets, to regulate hawking and peddling and establish a public market; to pave streets, build sewers; to pass ordinances regulating the running at large of dogs, and to impose a tax on the owners; to prohibit the driving of cattle through the public streets; and to regulate the running of locomotives and railroad cars through the city.

The charter was amended in 1870, conferring on the City Council the power to appoint three persons who, with the Mayor, were constituted a Board of Excise; but in 1892 this act was amended by taking the Mayor from the Board, and now the charter provisions are repealed and the Board of Excise is elected by the people, the term of members being three years. Prior to the institution of this Board, licenses were granted by the Court of Common Pleas; the Board has full power to grant or refuse licenses, in its discretion.

Under the charter, a Sinking Fund Commission is also established, whose duty it is to collect moneys arising from license and other fees, which are applied to the liquidation of outstanding bonds of the city. The amount coming into the Treasury of the City for Sinking Fund purposes annually amounts to more than \$175,000, but nearly all of this money is applied to the purchase of bonds which are issued from time to time for new schools and sites for schools, so that the adjusted debt of the city remains practically stationary.

Council was also granted power to establish a Board of Health and a Board of Assessment Commissioners. The duties of the Assessment Commissioners are to assess property benefited by improvement, such as the opening of streets, etc., and to award damages to property owners whose property is injured by the making of the improvements. This Board is to be distinguished from the Board of Tax Assessors, the members of which are elected from the different wards of the city, and whose duty it is to assess taxes on real and personal property.

In 1908 a free public library was established, in pursuance of Chapter 150 of the Laws of 1905, and the Board of Trustees, under the provisions of the statute, is a body politic and corporate, like the Board of Education, and has a common seal. It has full control of funds raised for library purposes.

The Mayor was originally elected for a period of one year, but since 1889 he is elected under a general law for a term of two years.

It may be stated as a general proposition that in legal affairs it is unsafe to rely on the provisions of the old charter without consulting the general laws passed by the Legislature since the amendment of the Constitution in 1876, in order to ascertain to what extent the charter provisions are affected.

## DEVELOPMENT OF ELIZABETH'S TRANSPORTATION FACILITIES.

ALEXIS J. COLMAN,

SECRETARY OF THE ELIZABETH BOARD OF TRADE.

### POST ROADS AND STAGE LINES.

From early times Elizabeth has been on the main line of travel between New York and Philadelphia, although it was settled seventeen years before the latter. Post roads and stage lines led to Elizabethtown Point, at the foot of what is now Elizabeth Avenue, whence passengers embarked, and merchandise was shipped to New York by water.

Elizabeth Avenue and Rahway Avenue, west of Cherry Street, Jersey Street, Morris Avenue, Newark Avenue and Broad Street have been main-traveled roads for post and stage. Up to 1834 the rate of fare by stage between New York and Philadelphia was \$6, and the journey required a day.

## RAILROADS.

The portion of the Pennsylvania Railroad which passes through Elizabeth was chartered March 7, 1832, as the New Jersey Railroad, to run from the "City of Jersey" (Jersey City) to New Brunswick, via Newark, Elizabeth, Rahway and Woodbridge. It was completed to Elizabeth in 1834, and practically to New Brunswick late in 1835, and by 1840 this, the first through all-rail line between New York and Philadelphia (the New Jersey Railroad & Transportation Company) was completed. This line, and also the Camden & Amboy Railroad (built in the early 30's) were leased in 1871 to the Pennsylvania Railroad Company for 999 years. The Pennsylvania Railroad has stations at North Elizabeth and South Elizabeth, as well as its main station at Broad Street. Among contemplated improvements the Pennsylvania Railroad intends adding two to the present four tracks, eliminating the wide curve, and electrifying from New York to Rahway. The Central Railroad also plans to construct a six-track line. The Central and Pennsylvania Railroads both pass through the heart of Elizabeth, the latter crossing the former at Broad Street, neither main line crossing a street at grade. Elizabethans thus have competitive fast train service, and there are about 300 trains daily. The trip to New York takes about thirty minutes.

The Central Railroad of New Jersey was chartered Feb. 9, 1831, as the Elizabethtown & Somerville Railroad Company. The line from tidewater at Elizabethport to Easton, Pa., was projected to develop the anthracite industry. The road was opened from Broad Street to Somerville early in 1836. For nearly thirty years Elizabeth was the terminus, and the road has since extended its tracks in all directions through the city, these branches facilitating the location of factories. The construction of the extension to Jersey City (Communipaw) was begun in the fall of 1862. The Newark Bay trestle bridge was completed and the road opened to New York (including Communipaw Ferry) Aug. 1, 1864. The construction of the Perth Amboy branch, formerly the Elizabethport & Perth Amboy R. R., was begun in 1871, and was opened for business, in connection with the New York & Long Branch R. R., as far as Long Branch, on June 28, 1875. The Central has a branch line to Newark, and stations at Elizabethport, Fourth Street, Spring Street, El Mora, Elizabeth Avenue and Bayway, as well as at Broad Street.

The Reading and the Baltimore & Ohio passenger trains also traverse the Central Railroad tracks. Baltimore & Ohio freight trains pass through the southwest corner of Elizabeth, and by bridge over the Arthur Kill, to Staten Island, this being the only bridge link between New Jersey and New York. The Lehigh Valley Railroad also serves Elizabeth, having its West Elizabeth station at Lyons Farms.

With its rail transportation and port facilities, Elizabeth, deservedly named "The Rail and Harbor City," is most advantageously located for factories, as raw materials can readily be laid down and finished products shipped in all directions.

## ELIZABETH AS A PORT.

Elizabeth has four miles of waterfront on Newark Bay and Arthur Kill. The docks are accessible at mean low water to vessels drawing twenty-five feet, and dredging to thirty feet is contemplated by the Government. Freight boats make the trip to Brooklyn bridge in an hour and 45 minutes. The Elizabeth River, a tidal stream, is used commercially for some distance from its mouth. It probably will be deepened, widened and straightened, the Government having offered substantial assistance if the city will co-operate.

The New Jersey Ship Canal, projected from Bordentown to South Amboy, is expected to aid Elizabeth materially, as its construction will make the Arthur Kill a link in the intracoastal canal system actively advocated by the Atlantic Deeper Waterways Association. This will enable easy shipment of raw materials and produce north to Elizabeth, and make possible cheap shipment southward of the finished products. Coal from Pennsylvania and iron for reshipment are the two commodities affording largest railroad tonnage in Elizabeth. Up the Arthur Kill come also lumber, ores, brick, tile and terra cotta, oils and chemical products.

The advantages of Elizabeth's location are evidenced by the tonnage passing through the adjacent waters. Freight traffic in 1911, for the channel between New Jersey and Staten Island and its approaches from the ocean in both directions, was 30,525,094 tons, valued at \$515,437,656.

A bridge over Newark Bay is projected, between Elizabeth and Bayonne, to accommodate general traffic. Passenger and vehicular connection with Staten Island is by ferry, which carried 906,233 passengers and 37,745 vehicles in the year ended June 30, 1914. Connection is thus made with New Jersey's admirable road system.

In addition to the transportation facilities outlined, trolleys radiate from Elizabeth in all directions, making Elizabeth the natural shopping center of Union County. The road last constructed is the "Short Line" to Trenton, via New Brunswick, and a branch to Perth Amboy.

The best automobile route from Newark through Elizabeth is by way of Newark Avenue to North Broad Street, to Westfield Avenue to Cherry Street, to Rahway Avenue, which has been suggested as a part of the Lincoln Highway from ocean to ocean.

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